

# AMERICAN RAILROAD JOURNAL.

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ENGINEERING, BANKING, MINING, MANUFACTURES.

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## American Railroad Journal.

New York, Saturday, October 26, 1872.

### Chesapeake and Ohio Railroad.

Despatches from the western division of the Chesapeake and Ohio Railroad say that on Wednesday last, the 23d instant, there remained but forty miles of track to be laid to unite the two completed portions. The grading and preparation of the road-bed will be out of the way of the track-layers, and the line opened by December next.

In this connection it is important to note that it is announced from Washington that orders have been received in Georgetown for Cumberland coal on English account, the same to be shipped to the East and West Indies and South America. This is the first indication of a portending change in the currents of coal and iron movements. The Chesapeake and Ohio Railroad, which will be open within a few weeks, will be enabled to deliver the superior bituminous coals of the Kanawha Valley at the seaboard ports at the same or even less prices than the Cumberland coal, which must be hauled over the 116 feet grades of the Baltimore and Ohio line. Cannel coal, of which about 900,000 tons are annually imported for gas and parlor uses, can be furnished by way of the

Chesapeake and Ohio at from \$9 to \$10 per ton, against \$15 to \$18, the present cost of the imported articles.

## TO INVESTORS.

To those who have funds to invest in large or small amounts, or who wish to increase their income from means already invested in other less profitable securities, we recommend, after full investigation, the Seven-Thirty Gold Bonds of the Northern Pacific Railroad Company. Bearing seven and three-tenths per cent. gold interest, (equal now to  $8\frac{1}{4}$  currency,) and sold at par, they yield an income considerably more than one-third greater than U. S. 5-20's. They are Coupon and Registered, the lowest denomination being \$100, the highest, \$10,000.

Nearly one-third of the Main Line of the Road will be completed and in operation with a large business the present season. All the property and Rights of the Company, including a most valuable Land Grant averaging about 23,000 acres per mile of road, are pledged as security for the first mortgage bonds now offered.

All marketable stocks and bonds are received in exchange at current prices. Descriptive pamphlets and maps, showing Route of road, Connections, Tributary Country, &c., will be furnished on application.

## JAY COOKE & CO.,

New York, Philadelphia and Washington.  
FINANCIAL AGENTS NORTHERN PACIFIC RAILROAD COMPANY.

The office of General Superintendent of the Boston and Albany Railroad has been abolished, and the management of the line is entrusted to three Division Superintendents—Walter H. Barnes having charge of the Eastern Division, extending from Boston to Worcester, with headquarters at Boston; C. O. Russell of the Middle Division, from Worcester to Pittsfield, with headquarters at Springfield; and J. B. Chapin of the

Western Division, from Pittsfield to Albany, with headquarters at Albany.

### The Northern Route to the Pacific.

The War Department has recently received from Captain S. C. Kellogg, of the Fifth United States cavalry, an official report of the military expedition which accompanied the surveying party of the Northern Pacific Railroad from the point in Dakota where that road crosses the Missouri River to the crossing of the Yellowstone River in Montana, near the mouth of the Powder River. The military escort consisted of 537 enlisted men and 34 company officers, and was commanded by General Stanley. The entire expedition, including troops, Indian scouts, teamsters and railroad engineers, numbered 757. Its object was to complete the final locating survey of the railroad line across the western half of Dakota from the Missouri to the Yellowstone River. On two or three occasions straggling parties of Indians appeared on the flanks of the column and fired upon the troops, probably with the hope of creating a stampede which would enable them to capture or steal horses and mules. They were easily driven off in all cases without serious fighting, and entirely without loss on the part of the escort.

The expedition ascended the valley of Heart River, a tributary of the Missouri, crossed the low divide between the Missouri and the Yellowstone, and followed down the valley of O'Fallon's Creek to the Yellowstone river. The mouth of Powder River was reached on August 18th, where a salute was fired, and the expedition prepared to return eastward. The return march was made at the rate of four or five miles per day, which enabled the engineers to make careful surveys and effect a final location of the railroad line across the section of country referred to, being a distance of about 235 miles. A practicable and excellent route was found without difficulty, and without any serious divergencies from a straight line. The river valleys along which the line mainly runs were found to be uniformly fertile, and the "bad lands" which are represented on most maps as covering a large part of the region traversed were almost wholly avoided by the route taken. Grass was abundant all the way from the Mis-

south to the Yellowstone, and good water was found at convenient intervals during the entire march. Extensive beds of ignite and semi-bituminous coal were found at frequent intervals for a distance of one hundred and fifty miles. Timber exists in considerable quantities, especially in the river valley, and consists mainly of oak, ash and cottonwood. The expedition was made without accidents or mishaps of any kind, and resulted, as above stated, in the discovery and location of an excellent railroad route.

#### Great Western Railway of Canada.

##### REPORT OF THE DIRECTORS FOR THE HALF-YEAR ENDING JULY 31, 1872.

The receipts on capital account during the half-year to July 31, 1872, amounted to £13,779 arising as follows:—Five per cent. preference stock in anticipation of the final instalment, £120; ditto, paid up in full for conversion into ordinary shares, £11,557; together, £11,677; less difference in exchange on 121 shares transferred from Canada to London, £6; leaving £11,671; shares issued on conversion of preference stock during the half-year at the rate of five shares for every £100 stock—£84,300 stock converted into 4,215 shares, of £20 10s. each, £84,300; less preference stock cancelled on conversion, £84,300; leaving £2,108; making the total as above, £13,779. The total receipts on capital account amounted on 31st July, 1872, to £8,573,357. The charges on capital account during the half-year amounted to £168,108. Of this sum the engineer's report shows an expenditure for roadway, sidings, station buildings, &c., and a proportion of the cost of steel rails laid in the track, amounting altogether to £18,768; land purchases for station extensions, principally at Detroit, absorb £13,220; car purchases, as stated in the mechanical superintendent's report, to the extent of £31,907. For the Glencoe loop line £98,889 has been expended, and £747 for small disbursements in respect of the Brantford branch. The total expenditure to 31st July, 1872, amounted to £8,153,971, leaving a balance of £419,687 at the credit of capital account. The receipts and expenditure on revenue account for the half-year have been as follows:—

Gross receipts.....	£550,735
Working expenses, including renewals and all charges.....	329,437
	<u>£221,298</u>

From which is deducted—

Interest on bonds, &c.....	£37,827
Discount and charges on conversion of American currency....	34,703
Amount set aside for renewal of ferry steamers.....	2,000
Loss on working the Erie and Niagara railway.....	554
Alteration of gauge account—proportion charged this half year.....	9,100
	<u>84,184</u>

	<u>£137,114</u>
Add profit on working Galt and Guelph railway.....	1,725
	<u>£138,839</u>

Add surplus from last half-year.....	5,644
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Amount available for dividend..... £144,483

The dividend for the half-year on the 5 per cent. preference stock amounts to £7,021, and from the balance the Directors recommend a dividend on the ordinary shares at the rate of 6½ per cent. per annum, payable in London on the 28th October, which will absorb £135,977, leaving £1,486 to be carried forward to the next half-year. The aggregate revenue receipts (exclusive of those of the Galt and Guelph, the Wellington, Grey, and Bruce, and the Erie and Niagara Railways) exhibit a gross increase of £91,821, which consist of—

Increase in way passenger traffic.....	£13,896
“ through passenger traffic.....	20,148
“ way freight and live stock traffic.....	19,721
“ through freight and live stock traffic.....	36,233
“ mails and express freight.....	1,823
	<u>£91,821</u>

The net revenue would have shown a larger increase had not the rates and fares continued low—indeed a little less than in the corresponding period. The through live stock traffic has been carried at so diminished a rate as compared with the half-year ending July 31st, 1871, as to cause a decrease in the net earnings of the company from this source of the sum of 54,000. It is satisfactory to observe that the receipts for local or way traffic amount to 40 per cent. of the total earnings. The receipts and ordinary working expenses per train mile for seven corresponding half-years, compare as follows in sterling:—

	Gross earnings per train mile.	Working expenses per train mile.
Half-year ending	s. d.	s. d.
July 31, 1866.....	9 10½	4 9
“ 1867.....	8 10½	4 2½
“ 1868.....	8 5	4 8½
“ 1869.....	8 0	4 8
“ 1870.....	7 8½	4 7
“ 1871.....	7 9½	4 5
“ 1872.....	7 9½	4 6

The higher rate of wages and the advance in the prices of many descriptions of stores have adversely affected the working expenses during the past half-year. The following table exhibits the receipts and expenses for seven corresponding half-years:—

	Passengers, mails, and sundries.	Freight and live stock.	Rents.	Total.
Half-year ending	£	£	£	£
July, 1866.....	172,731	169,577	854	343,162
July, 1867.....	165,367	199,221	1,116	365,704
July, 1868.....	155,082	200,619	948	356,649
July, 1869.....	157,930	226,200	937	385,068
July, 1870.....	153,863	254,230	807	408,900
July, 1871.....	158,084	300,059	747	458,891
July, 1872.....	193,951	356,014	769	550,735

	EXPENSES.	Including renewals.	Per cent. of gross receipts.
Half-year ending	£	£	
July, 1866.....	175,747	51.21	
July, 1867.....	182,768	49.98	
July, 1868.....	208,462	58.45	
July, 1869.....	232,768	60.45	
July, 1870.....	251,824	61.58	
July, 1871.....	266,276	58.46	
July, 1872.....	329,437	59.82	

The discount and charges on the conversion of American currency for the half-year amounted to £34,703, as compared with £20,731 in the corresponding half-year. The gold purchases were made at an average of 112 1-16, the average rate of gold being 112½; the price of gold during the half-year has fluctuated between 109 and 115½. Last half-year the average rate of gold purchases was 111 1-16th, and in the corresponding half year 111½. The comparatively larger loss by exchange arises both from the higher rate, and from increased earnings in American currency; and from the conversion into gold for the balance brought over from last half-year, together with the entire amount of greenbacks collected, so that no unconverted balance is now carried over. Last half-year \$170,087 60, and in the corresponding half year \$128,737 12 American funds were carried forward unconverted to the following half-year. The new car ferry steamer Transit to replace the old boat now broken up, is completed and in use. The cost of it—£14,707—has been provided out of the renewal fund for ferry steamers, and a balance of £15,510 still remains at the credit of that fund. The same half-yearly amount as heretofore (£9,100) has been charged to revenue towards de-

fraying the cost of alteration of gauge. The only remaining portion of the line where the broad 5ft. 6in. gauge is retained, is the 76 miles between London and Hamilton. The expense of maintaining the extra rail and the inconvenience of working the mixed gauge have determined the directors to remove and dispose of the third or outer line of rails. The entire system of the Great Western will then be the uniform gauge of the United States, viz., 4 ft. 8½ in. In conformity with the principle stated in the last report, a fixed rate per mile run has been charged for repairs and renewals of locomotives and cars, whether expended or not. This charge has exceeded the actual expenditure in the past half year, and there stands at the credit of a suspense account for reconstruction and renewal of engines and cars, on July 31, 1872, a sum of £16,688. The condition of the permanent way and rolling stock is reported to be highly satisfactory by the president and vice-president, who have recently returned from a personal inspection of the railway. The full advantage of the durability of steel rails has not yet been felt, but it will be seen by a table given in the engineer's report that during the past half-year the cost of maintenance and renewals estimated upon the basis of the train mileage is less than the average expenditure for the last six years, although since 1867 the freight tonnage carried has increased nearly threefold. It may be observed that the gross earnings upon the main line during the past half-year have amounted to the sum of \$10,403 per mile of open railway, being the largest earnings of any single track railway. The directors are led to conclude that the maximum amount of traffic which can safely be carried on a single line of rails, even with extended sidings, has now been reached. The increasing demands of the through business will tax the resources of the company to the utmost in the coming year; but with the relief to be afforded by the Glencoe loop line, the increased sidings between Glencoe and Windsor, the new car ferry boat, and the augmented equipment of rolling stock, the directors have no doubt the traffic will be successfully conducted. The engineer states in his report that the Glencoe loop line is fast approaching completion, and it is satisfactory to find that the works will be finished for an outlay within the estimate originally framed. The directors have negotiated an arrangement with the board of the Grand Trunk Railway Company in respect of the International bridge and its approaches, now under construction, on the principle of accepting half the liabilities of the bridge construction bridge capital, cost and maintenance, that is, joint-ownership and management, with equal division of earnings from other sources. The agreement will be laid before the shareholders for their approval. An agreement will also be submitted to lease the London and Port Stanley Railway for a period of 21 years at an annual rental of \$20,000. This line is 27 miles in length, and running north and south connects the western extremity of the Glencoe loop line at St. Thomas with the main line at London. By the control of this short line the rolling stock on the loop line can be repaired at the London workshops, and the company will obtain at Port Stanley the most convenient access to the coalfields of Ohio. As cord wood for fuel is becoming scarce along the main line, this facility for obtaining coals will prove most important. The arrangement sanctioned by the shareholders at the last general meeting, for the purchase at the price of £75,000 of the Erie and Niagara Railway, has been frustrated owing to difficulties between the parties who claimed to be owners of this short line of 31¼ miles. The object of this acquisition was to obtain a junction at the eastern end of the main line with the Glencoe loop line. This intention can be equally well accomplished by the use of the Welland Railway; the board, therefore, propose to enter into an agreement with the directors of the Welland Railway to use for a term of 21 years a distance of 15 miles of it, between the points where it intersects the main line at St. Catherine's and the loop line. An agreement to



secure running powers over the Hamilton and Lake Erie Railway will also be submitted to the meeting. This road is in course of construction, and will run from the city of Hamilton to Port Dover on Lake Erie. This agreement is made in conjunction with other railway companies, and is based upon the equitable principle of payment according to the tonnage carried over it by each company. The engineer's report gives the progress of the test or drainage tunnel under the Detroit River. When this is completed the practicability of constructing the railway tunnel will be demonstrated. It is proposed to provide the capital for this purpose by the issue of bonds on the joint guarantee of the Great Western and the Michigan Central Railways, the tolls on traffic passing through the tunnel being applied to pay interest on the bonds, and provide a sinking fund for their redemption. An agreement to carry this out will be laid before the shareholders. The Wellington, Grey, and Bruce Railway has been worked from Guelph to Clifford, 55¼ miles, during the half-year, and thus far the expectation formed of its value has been realized. During the past half-year it has been worked within 70 per cent. of its gross earnings, and has yielded additional earnings to the Great Western, from interchange of traffic, to the extent of \$46,432 86, and in the two years since the first short section of it was opened, of \$144,785 38. Since the termination of the half-year further sections, to Walkerton and to Paisley, 29 miles beyond Clifford, have been partially worked, and in a few weeks it is expected the entire line will be completed to Southampton, on Lake Huron. The receipts and expenditure of the Detroit and Milwaukee Railroad have been as follows for the half-year ending June 30, 1872:—Gross earnings, £134,215; working expenses, taxes, &c., £99,463; balance to meet interest on bonds, £34,752. The through traffic of this road is increasing, but the local traffic has decreased owing to the new lines of railway crossing it at Grand Haven, Grand Rapids, Ionia, and Holly. It is hoped that the gradually increasing population of the northern peninsula of the State of Michigan will compensate for this diversion of traffic. On the other hand, the Great Western is benefited by the additional country opened up by these new railways. Since the last general meeting Mr. M. K. Jesup, of New York, has resigned his seat at the board, and the directors have the satisfaction of stating that Mr. John Cleghorn, one of the directors of the North Eastern Railway, has been unanimously elected to fill the vacancy. At the coming meeting the following directors go out of office by rotation, but are eligible, and offer themselves for re-election:—Sir Thomas Dakin, Mr. Gilson Homan, Mr. John Cleghorn. The auditors likewise retire from office, but are re-eligible; they are—Mr. John Young, of Messrs. Turquand, Youngs, and Co., Mr. Sidney Smith, and Mr. Samuel Spreull, in Canada.

**Directors.**—Alderman Sir Thomas Dakin, Cree Church lane, London, president. Gilson Homan, Esq., Sandford House, Kirkstall, near Leeds, vice-president. Honble. John Carling, M. P., London, Ontario, Canada; John Cleghorn, Esq., 3 Spring Gardens, S. W.; Thomas Faulconer, Esq., 66, New Fiacchley road, N. W.; Edward H. Green, Esq., 22, Old Broad-street, London; Donald MacLones, Esq., Hamilton, Ontario, Canada; Honble. William MacMaster, Senator, Toronto, Ontario, Canada; Paul Margetson, Esq., Clapham Common; George Smith, Esq., 23, Albemarle-street, W.; William Weir, Esq., 10, Princeterrace, Downhill-gardens, Glasgow.

☞ The Carolina *Spartan* says that the Atlanta and Richmond Air-Line Railway is now completed to Black's, forty-eight miles this side of Charlotte. From Charlotte to Garibaldi, the first station on the road, is thirteen miles, to Gastonia twenty-two miles, to King's Mountain thirty-five miles, to Whitaker's forty-three miles, and to Black's forty-eight miles.

#### Rutland Railroad.

At a special meeting of the Rutland Railroad Company, held in Rutland, Vt., on the 21st inst., it was voted to accept the act recently passed by the Vermont Legislature, and to authorize the issue of coupon obligation bonds or promissory notes of \$100, \$500 and \$1,000 each, to an amount not exceeding \$1,500,000, to bear date November 1, 1872, payable in thirty years, interest at 8 per cent. per annum, payable semi-annually, for the purpose of raising means to pay the indebtedness of the company, the bonds to be secured by a mortgage of its franchise, railroad and property, exclusive of such rolling stock as is already mortgaged for the payment of \$500,000 seven per cent. and \$500,000 eight per cent. equipment bonds, and subject to the lease or contract to the managers of the Vermont Central and Vermont and Canada railroads, the principal and interest to be payable in the city of Boston; the mortgage to be made in trust to Jacob H. Loud and Jacob Edwards; any vacancies to be filled by directors. The bonds shall be sold only to retire an equal amount of claims against an indebtedness of the company now outstanding, or in exchange thereof. The coupon bonds issued may be exchanged into registered in sums of one thousand dollars each, at the option of the holders of the coupon bonds. The president submitted the form of mortgage, which was accepted.

The following resolution was also adopted:

Whereas, There has been issued as authorized by former votes an amount of preferred stock in excess of the sum of \$4,300,000, which excess has been used as collateral security for the indebtedness of the company, it is therefore

Resolved, That as fast as the indebtedness of the company is reduced and the stock used as collateral removed, it shall be canceled until the amount issued shall not exceed \$4,300,000 par value, which shall hereafter be the limit of amount of preferred stock.

In response to inquiry, Gov. Page said the rents payable on the lease were secured by accepted orders on the Connecticut River and Cheshire Railroads, up to fifty thousand dollars per month, and that the money has been promptly paid, and on the semi annual settlement, July 1, a balance of seventeen thousand dollars, which has been paid in payment for stock and equipments of the road. The notes of the Vermont Central were taken for about \$225,000, all of which have matured and been paid, and the Central now owes them nothing. The contract had been carried out by them in every particular, and the lease was so guarded that they could not escape its full payment. He also stated that if the bonds authorized shall be issued the payment of dividends on the preferred stock will be resumed as early as August, possibly in February.

All the votes taken were unanimous, the meeting was entirely harmonious, and the best of spirit prevailed throughout its proceedings. All seemed pleased with the financial exhibit made of the affairs of the corporation.

☞ It appears that the extent of new line opened in Hungary last year was 122½ German miles. At the close of December, 1870, the total extent of line in operation was 457½ German miles, and in the first eight months of this year a further extent of 74 German miles was opened for traffic. It follows that at the close of August, 1872, Hungary possessed 654 German miles of railway.

#### Consolidation of the Chicago, Burlington and Quincy and Burlington and Missouri River R. R. Cos.

A joint circular from the directors of the Chicago, Burlington and Quincy and the Burlington and Missouri River Railroad Companies to the stockholders states the following as the terms of the consolidation agreed on by the directors which is to be submitted to the stockholders at meetings to be held on the 24th of December next:

After careful examination the unanimous conclusion was reached that, in equalizing the value of the stock of the respective companies, it would be just and equitable to consider the value of the stock of the Burlington and Missouri River Railroad Company to be of par value, and that of the Chicago, Burlington and Quincy Railroad Company to be at a premium of 25 per cent. above its par value; this difference in the values of the two stocks to be adjusted and equalized by issuing to the holder of every share of stock in the Chicago, Burlington and Quincy Railroad Company \$25 in the seven per cent. bonds of that company. The basis of union was accordingly agreed upon, subject to the ratification of the stockholders of the respective companies.

It was thought that the safest and most practicable mode of obtaining the object sought would presently be by a lease in perpetuity by the Burlington and Missouri River Company to the Chicago, Burlington and Quincy Company, and a sale and conveyance of the lands and other property of the former to the latter; in consideration of which the Chicago, Burlington and Quincy Railroad Company is to assume all leases, contracts and obligations of whatsoever kind, pay and discharge all debts and liabilities of the Burlington and Missouri River Railroad Company, make to the stockholders of that company the same dividends that it shall make to its own, and also secure to them the same benefits and emoluments that its own stockholders may receive or become entitled to. And your directors recommend that such, for the present, be the process for uniting the two companies.

When by legal decision or legislative action the construction to be placed on the laws of Illinois and Iowa relating to consolidation of railroad companies shall be made certain and satisfactory it will be advisable that there should be, and it is agreed there shall be, effected a complete consolidation of the two companies, share for share, or an absolute sale and conveyance of the one to the other.

The stockholders of the Chicago, Burlington and Quincy Railroad Company are requested to send their proxies to A. T. Hall, treasurer of that company, at Chicago, Ill.; and those of the Burlington and Missouri River Railroad Company to C. E. Perkins, superintendent, at Burlington, Iowa.

☞ A certificate of incorporation of the Lake Erie and Elyria Railroad Company has been filed with the Secretary of State of Ohio. Capital stock, \$150,000. Termini on or near Black river, Lorain county, and in or near the village of Elyria. Corporators, Russell H. Penfield, Wm. H. Root, Horace Penfield, C. W. Johnston and Charles G. Finney.

☞ The Tasmanian Main Line Railway Company, Limited, have received advices from their agent in Hobart Town of the first quarter's guaranteed interest having been duly paid over to the credit of the company by the Tasmanian Government, in accordance with the contract.

☞ Work has commenced on the new railroad between Chicago and Richmond Junction, another force is between Geneva and Elkhorn, and sub-contracts are being given from Elkhorn to Whitewater, and other sections through to Jefferson,

## Commerce of New York.

The foreign imports at New York for the month of August, 1871 and 1872, are officially stated as follows:

	1871.	1872.
Entered for consumpt'n.	\$23,609,684	\$23,853,778
Do. for warehousing....	12,389,981	12,239,624
Free goods.....	2,067,145	7,298,732
Specie and bullion.....	336,395	94,956

Total entered at port...	\$28,403,205	\$42,987,075
Withdrawn fr. wareh'gse.	12,596,633	22,874,347

The foreign imports at New York for the eight months from January 1, were:

	1871.	1872.
Entered for consumpt'n.	\$143,664,064	\$141,994,041
Do. for warehousing...	102,483,304	138,845,932
Free goods.....	19,875,945	30,149,565
Specie and bullion.....	5,255,087	2,914,438

Total entered at port...	\$271,278,400	\$313,903,956
Withdrawn fr. wareh'gse.	85,735,447	112,706,798

The duties received at New York for eight months from January 1, were:

	1871.	1872.
Six months.....	\$73,692,107 93	\$73,822,709 76
In July.....	11,934,957 33	7,251,160 35
In August.....	16,932,839 65	19,335,156 81

Eight months....	\$102,559,904 91	\$100,409,026 92
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The exports from New York to foreign ports in the month of August, were:

	1871.	1872.
Domestic produce.....	\$13,900,769	\$19,569,529
Foreign free goods.....	148,519	325,153
Do. dutiable.....	461,249	569,061
Specie and bullion.....	2,701,287	2,586,148

Total exports.....	\$22,211,824	\$23,049,891
Do. exclusive of specie.	19,510,537	20,463,743

The exports from New York to foreign ports for eight months from January 1, were:

	1871.	1872.
Domestic produce.....	\$146,314,092	\$139,152,085
Foreign free goods.....	803,155	1,066,046
Do. dutiable.....	5,324,890	6,765,083
Specie and bullion.....	55,489,604	56,949,735

Total exports.....	\$207,931,741	\$203,932,949
Do. exclusive of specie.	152,442,137	146,983,214

## Central Railroad of Iowa.

The report of this company for the year ending December 31, 1871, shows that there were in operation at the commencement of year 179 miles of road, and at its close 202 miles, and that 31 miles (from Albia southeastward to Moulton) were partly graded. The President recommended that the section be completed the current year, and the securities placed on the New York Stock Exchange. The connections with St. Louis and St. Paul had not worked well; it not being possible to arrange trains so as to make close connections. The earnings, however, increased from an average of \$1,625 71 per mile in 1870 to \$2,380 56 in 1871. The gross earnings of the road in 1871 were:

From freight.....	\$265,669 80
From passengers.....	130,129 22
From express, mails, &c.....	23,393 97

Total.....	\$419,192 99
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The expense of operation during the year, including taxes, insurance, rent of track and car service, was \$299,813 39, leaving \$119,379 60 for net earnings. These net earnings, the Superintendent says, represent in fact only six months working of the road at its present capacity, the cost of repairs, in other words, of finishing the road after it was turned over by the contractors

in February, having absorbed the entire earnings during the next four months. The ratio of expenses to earnings during the six months from July to December was 54.78 per cent.

The Treasurer's report gives the following general balances:

Capital stock.....	\$4,644,630 00
First mortgage bonds.....	3,564,000 00
Second mortgage bonds.....	609,000 00
Bills and accounts payable.....	408,997 33

Total.....	\$9,226,627 33
------------	----------------

Cost of road and equipment prior to

	1871.....	1872.....
New construction.....	\$8,390,845 34	435,411 70
New rolling stock and machinery...	264,186 59	
Material on hand.....	70,859 91	
Bills and accounts receivable.....	58,676 43	
Cash.....	7,147 36	

Total.....	\$9,226,627 33
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The company had on hand unsold, at the close of the year, bonds issued under the first and second mortgages, to the amount of \$452,000.

The cash cost of the twenty-three miles of new road built by the company during the year, was \$17,020 55 per mile. This, the engineer says, was by far the cheapest portion of the whole road, the line running for three-fourths of the way over a level prairie.

## Canada Pacific Railway.

Mr. Marcus Smith, the engineer in charge of the Pacific Coast division of the Canadian Pacific Railway Survey, arrived here on the 26th from the Chilcoaten and Bute Inlet country. Mr. Smith in going to that country left Alexandra on the 29th of July last with a train of twenty mules laden with provisions, three Indians and an axeman, and proceeded for some distance on the old Bella Coola route. With the assistance of some Indians the provisions were taken down the lake and river to the Engineer's camp, about 25 miles from the depot. On the 13th August, (having left the provisions) Mr. Smith started back and retraced the same route as far as the east end of Tatlah Lake with the mule train. No difficulty would be experienced in supplying the party with provisions from the depot, Indians having been supplied for packing purposes. Mr. Smith then turned down the Chilcano River, emptying into the Chilcoaten about 30 miles from Tatlah Lake, and then down the latter river to its mouth, explored the country in its neighborhood, and returned up the west side of the Fraser to Soda Creek. He there gave instructions to Mr. McLennan as to the routes to survey in order to meet the coast party from the head of Bute Inlet. Mr. Green's party commenced at the west end of Lake la Hache about the middle of July, and followed the valley by Williams' Lake down to the Fraser, which river they crossed about a fortnight ago, and are now not far from Risky's ranch, in the direction of Tatlah Lake, following the route marked out for them by Mr. Smith. Mr. Mahood's party are on a line between the North Thompson and Lake la Hache, and are expected to arrive in a few weeks where Mr. Green commenced. His party will then, if necessary, be sent on to Tatlah Lake to survey the gap between Green's party and Tiedman's. Mr. Smith has now completed his explorations west of the Fraser, and has given final instructions for the survey of that line, and is now on his way eastward to Tete Jaune Cache, and will explore the Horsefly country and the headwaters of the Clearwater and Thompson rivers on his way. Mr. Fleming will probably be met somewhere on the North Thompson. Mr. Smith will then descend the river to Kamloops, and will devote the rest of the season to the examination of the routes across the Cascade range, terminating at New Westminster or Burrard Inlet. Mr. Smith refrains from giving any opinion as to the merits of any of the various routes until an examination is made of all of them. So far, however, judging from very careful surveys, he finds the country not so difficult as was expected, and it is hoped that a good

line of railways can be obtained even through the Cascade range at less cost than was anticipated.—*Cariboo B. C. Sentinel.*

## Vermont Central Railroad.

At a meeting of parties interested in the affairs of the Vermont Central and Vermont and Canada Railroads, held in Boston on the 9th inst., the committee of conference submitted their report, from which it appears that the floating debt, above all assets, was on June 1, 1872, \$1,528,914 85. Of this sum about \$1,300,000 has been expended for additions to the trust property, and the remainder is due to the deficit between receipts and expenditures since the lease of the Ogdensburg and Rutland roads.

The trustees believe that the Ogdensburg Railroad will pay a profit in the course of the year 1874, and that the Rutland Railroad and its connections east of Lake Champlain will become of direct profit in the course of two years.

If this debt is now funded, the trustees claim that the earnings of the combined roads will soon be sufficient to pay the expenses, the rent to all the leased roads, the interest on all the classes of bonds, except perhaps the second mortgage bonds. If, however, they may not be able to pay promptly the rent and interest due December 1, they would issue scrip which they would expect to soon pay off.

To accomplish this, they recommend that it should be funded in thirty-year bonds issued by the trustees at 8 per cent. These bonds are to be issued under a decree of the Court of Chancery of Vermont, from which the trustees derive their appointment, which empowers them to issue \$2,500,000 thirty-year bonds, at 8 per cent., and provides that \$700,000 of these shall be left with the New England Trust Company, as security for that amount of bonds due in 1875, leaving \$1,800,000 now to be placed, which is the amount required to pay the floating debt, and this it is which the stock and bondholders and the creditors of the company are invited to subscribe for.

In view of the state of the money market, and the necessity of some special inducement to subscribers, it has been decided to offer these bonds at ninety per cent., to be paid for in three instalments, November 1, December 1, and January 1, 1873.

Accompanying the report of the committee was the following agreement:

The subscribers hereby agree to take the amount of the Vermont Central Railroad Company's income and extension bonds, specially authorized by the Court of Chancery, set against their names respectively, and to pay therefor 90 per cent. of the par value thereof and accrued interest, to wit: \$300 November 1, 1872; \$300 December 1, 1872, and \$300 January 1, 1873, with interest from November 1, 1872, on each \$1,000 bond; interest at the rate of 8 per cent will be upon all payments in advance. This subscription is not to be binding unless the amount of \$1,000,000 of the loans is subscribed for by October 26, 1872.

The work on the Missisquoi and Clyde Rivers Railroad, from Richford to Newport, is progressing rapidly, and men are at work both day and night. Iron is being laid at both ends, and from the west has nearly reached the line of Troy. The through line from Montreal to Boston will be in good running order by the first of January.



**Vermont and Canada Railroad.**

The annual meeting of the stockholders of this corporation was held at St. Albans, Vt., on the 17th inst. Hon. W. C. Smith, the President, in opening the meeting, said that though the road was under temporary embarrassments, it is yet strong in its condition, strong in its resources, strong in its ability to meet, as the directors believe, all its obligations. Considerable discussion was had respecting the old board of directors and the past management of the road. Mr. Edwards explained that the great improvements made at St. Albans and Burlington partly accounted for the increase of capital. Mr. F. A. Brooks was satisfied that stockholders were more frightened than hurt. The road to-day is just as well worth three millions as it was worth thirteen hundred thousand when its debt was only that amount. He admitted that the managers had made mistakes, but contended that they were errors of judgment and not of intent.

The ballot for Directors resulted in the almost unanimous election of Francis A. Brooks, James A. Nichols, John Porter, Wm. T. Hart, Benj. P. Cheney, Wm. Mixter and Worthington C. Smith.

The President stated the condition of the road to be: Stock, \$3,000,060; the corporation had issued their guarantee of the notes of the trustees and managers for \$1,000,000 more; there are \$2,000,000 of equipment bonds; an obligation on the part of the trustees and managers for the interest on \$500,000, which is known as the S. E. and C. seven per cent. bonds; an obligation of the trustees and managers for the interest on \$500,000 of the bonds of the Missisquoi road at seven per cent., and the others were all at eight per cent. interest.

**Western Union Telegraph.**

At the annual meeting of this company, held in this city on the 16th inst., the following gentlemen were elected directors for the ensuing year: William Orton, James H. Banker, Horace F. Clark, Alonzo B. Cornell, Harrison Durkee, Augustus W. Greenleaf, Edwin D. Morgan, O. H. Palmer, Augustus Schell, John Steward, E. B. Wesley, Hugh Allan, Nathan A. Baldwin, William D. Bishop, Ezra Cornell, William E. Dodge, Sheppard Gandy, Norvin Green, John A. Griswold, Wilson G. Hunt, George Jones, C. Livingston, E. S. Sanford, Hiram Sibley, Z. G. Simmons, Moses Taylor, Daniel Torrance, George Walker and Stillman Witt. The number of votes cast was 273,116, representing stock amounting to \$27,311,600. From the report read on the occasion by President Orton we learn that on the 30th of June, 1872, the company operated 62,032 miles of line with 137,199 miles of wire, through 5,237 offices. The increase during the year past was 6000 miles of line, 16,039 miles of wire, and 631 offices. To perform the labor required the company has in its employ 8,347 operators, who last year transmitted 12,444,495 messages, being an increase of 1,788,422 over the year preceding. The gross receipts for year were \$8,437,095 77, the expenses \$5,666,863 16, leaving a net profit of \$2,770,232 61, which is an increase over the last year of \$819,646 92 in the gross receipts, \$562,075 97 in the expenses, and \$257,570 95 in the net profit. The present Western Union system dates from the consolidation of the United States, the Southwestern and the American companies, in 1866, and its net profits during the six years ending June 30, 1872, amounted to \$17,116,694 23. Of this sum \$4,856,879 84 was distributed to the stockholders in dividends, and

\$1,898,401 98 disbursed for interest on the company's bonds. The balance—\$10,361,412 91—was expended in the construction of new lines, the erection of additional wires, and the purchase of telegraph property.

**Catawissa Railroad Lease.**

Under the terms of the lease of the Catawissa Railroad to the Philadelphia and Reading Railroad company, the former road with all its property and franchises passes under the control of the latter for 999 years; the lessors to pay 30 per cent. of the gross receipts per annum, and the lessees bind themselves to pay promptly the interest on all the funded debts of the Catawissa of whatsoever nature; and further, to pay to the Catawissa company the first year \$154,000 in cash; the second year the interest and \$178,000; the third year the interest and \$202,000; the fourth year and ever after, the interest and \$226,000. The Catawissa railroad is to issue \$1,000,000 new stock, to bear interest in 1874 of two and one-third per cent; in 1875 of four and two-thirds per cent, and in 1876, and ever after, seven per cent.

Holders of preferred Catawissa stock are granted the privilege to subscribe in the ratio of 43 shares for every 100 shares in stock, and to pay for the same by relinquishing all claims for arrears of dividends. In case the receipts for any one year fall short of the amount named above, for said year, the Reading Railroad Company have no claim on the receipts of any other year.

The Catawissa railroad extends from Williamsport to Tamanend, a distance of ninety-four miles. In 1871 this comparatively short line carried 42,971 tons of merchandise, mostly coal and iron. The earnings for the past year were: From passengers, \$73,570; freight, \$559,792; mail, \$4,944; miscellaneous, \$16,041. Net revenues from operations in 1871 were \$202,514, from which was paid for the year a dividend of 7 per cent., disbursed semi-annually. The stock of the road amounts to \$3,359,500; the bonds to \$1,740,350; a total of \$5,099,850. The cost of road and equipment is \$5,126,500.

**Bedford and Bridgeport Railroad.**

Last week we were invited to accompany an excursion party on the Huntingdon and Broad Top Railroad and the Bedford and Bridgeport Railroad into the Cumberland coal fields. The latter road has just been finished, and forms a continuation of the Broad Top road to the State line, at which point it connects with a branch road of the Cumberland and Pennsylvania Railroad (also just finished), the whole forming a new outlet for the coal of that region and for passenger travel, connecting two important points on two great trunk lines, viz: Huntingdon, on the line of the Pennsylvania Railroad, and Cumberland, on the line of the Baltimore and Ohio Railroad, the distance between these two places being 89 miles. As a coal route from Mount Savage to the waters of South Amboy, the distance is considerably less than the route now used for this coal via the Baltimore and Ohio Railroad and its canal connections to New York, with the further advantage of its being an all rail route for shipments the whole year round. The coal tonnage of the Cumberland and Pennsylvania Railroad last year was 2,345,153 tons, and is increasing largely each year. We noticed among the coal operators of that region the most friendly disposition towards this new avenue, and there seems to be but little doubt that it will be used to its full capacity. The Huntingdon road becomes important in view of these new connections and business. Iron ores of good quality are plentiful throughout the length of the road, and the fur-

naces recently erected have been very successful. On the Broad Top part of this line we noticed important improvements being made to the road. The excursion party was much pleased with what they saw of the region.—*Phila. Ledger Oct. 17.*

## THE INDIANA AND ILLINOIS CENTRAL RAILWAY COMPANY'S First Mortgage 7 per cent. GOLD BONDS. \$3,500,000.

This is an EAST AND WEST ROAD RUNNING ON THE 40TH PARALLEL FROM INDIANAPOLIS, IND., TO DECATUR, ILL., 152 miles; through the richest agricultural and mineral country of both states; and connecting at termini with the GREAT THROUGH ROUTES to the East and West.

It is the only East and West road in a belt averaging 30 miles wide, and passes through the best part of the rich

**BLOCK COAL FIELD**

of Indiana, in which the COMPANY OWNS 2,000 ACRES OF BLOCK COAL LANDS. It owns, also, 30,000 acres of Farming lands.

**\$1,400,000 IN CASH HAS BEEN ALREADY EXPENDED ON THIS ROAD**, of which 30 miles in Illinois are finished and in operation. Fifty-five miles more, completing the Western Division, Decatur to the Coal Fields, will be completed this fall and the whole road in 1873.

Upwards of TWO MILLIONS OF DOLLARS more are pledged to the enterprise, partly by counties, towns and individuals along the line, but chiefly by wealthy capitalists, among whom are W. H. GUION (of WILLIAMS & GUION), SIDNEY DILLON, JAY COOKE & CO., CLARK, DODGE & CO., J. & W. SELIGMAN, VIBBARD, FOOTE & CO., and PAUL S. FORBES, of New York, BENJ. E. BATES, of Boston, HENRY LEWIS, of Philadelphia, and GEO. M. PULLMAN, of Chicago.

Bonds \$1,000 each, payable in 30 years, principal and interest in Gold, free of Government Tax. Sinking Fund 2½ per cent. on Gross Earnings.

For sale at 90 and accrued interest by the Financial Agents of the Co. (of whom pamphlets and information may be obtained.)

## Walker, Andrews & CO., NO. 14 WALL STREET.

Despatches received at St. Paul from Dakota announce the arrival at Fort Rice of Colonel Stanley's Yellowstone military expedition. The track laying on the Dakota division of the Northern Pacific Railroad is progressing at the rate of three miles per day. The grading is nearly completed to the Missouri river, and trains now run to within forty miles of the crossing. The Yellowstone division, extending into Montana, is being prepared for the contractor.

## RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
<b>Central Pacific (in gold):</b>													
1867.....	38,169	51,831	60,029	61,156	96,828	121,702	174,812	181,297	200,550	212,100	128,168	75,871	1,470,653
1868.....	64,463	86,937	81,296	96,481	106,835	164,729	259,590	251,832	262,770	296,423	286,582	342,743	2,300,787
1869.....	212,604	218,982	391,308	485,048	568,270	556,080	532,657	611,854	600,788	579,642	535,398	467,659	5,670,882
1870.....	413,104	394,176	488,332	633,758	768,720	729,274	783,100	807,816	787,184	828,447	777,513	683,692	7,966,116
1871.....	536,499	485,490	614,448	720,929	892,341	795,176	869,297	1,006,373	995,922	981,006	897,234	672,358	9,467,072
1872.....	634,480	548,487	863,050	951,200	1,221,625	1,222,140	1,175,295	1,288,297	1,332,220	.....	.....	.....	.....
<b>Chicago and Alton:</b>													
1865.....	280,503	275,283	290,063	258,480	322,278	355,270	335,985	400,251	401,285	357,956	307,919	236,824	3,840,092
1866.....	222,241	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,163
1867.....	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868.....	276,117	276,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361,701	4,508,643
1869.....	343,182	315,099	388,727	328,390	345,833	402,854	351,045	498,232	506,623	468,212	397,515	340,851	4,681,563
1870.....	281,109	316,037	342,897	348,030	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871.....	353,235	342,369	384,999	388,964	461,290	466,097	533,655	534,163	507,617	473,227	455,607	377,687	5,278,910
1872.....	372,316	329,170	378,021	381,644	440,457	436,192	482,987	572,331	496,062	.....	.....	.....	.....
<b>Chicago and Northwestern:</b>													
1863.....	.....	.....	.....	.....	.....	356,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864.....	273,876	317,839	390,355	421,363	466,830	556,145	480,710	519,306	669,605	729,759	716,378	663,400	6,114,566
1865.....	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	647,842	7,976,962
1866.....	523,566	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,350	9,299,430
1867.....	696,147	674,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1868.....	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,967	1,107,084	1,001,987	13,381,471
1869.....	830,287	830,287	1,142,166	1,142,166	1,268,444	1,251,951	1,157,058	1,037,974	1,305,673	1,371,780	1,140,145	845,708	13,356,467
1870.....	760,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,494	12,203,403
1871.....	655,428	602,182	774,994	787,641	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	862,422	11,008,277
1872.....	774,856	714,122	846,394	900,376	1,074,779	.....	.....	.....	.....	.....	.....	.....	.....
<b>Cleveland, Col., Cin. and Indianapolis:</b>													
1868.....	242,206	236,160	242,609	286,435	198,959	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869.....	204,112	180,840	230,522	247,661	241,456	259,408	258,367	341,783	320,025	293,615	271,555	242,621	3,095,966
1870.....	208,069	226,897	244,182	246,046	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,719
1871.....	270,204	273,751	315,149	295,460	281,491	288,775	314,850	360,789	374,671	338,723	340,625	317,773	3,765,343
1872.....	327,538	318,628	354,766	366,960	378,493	.....	219,069	404,286	.....	.....	.....	.....	.....
<b>Illinois Central:</b>													
1864.....	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865.....	571,536	528,972	616,665	616,608	460,573	617,682	578,408	747,469	739,738	641,589	643,887	618,088	7,181,208
1866.....	603,053	506,268	505,465	411,605	569,250	567,679	480,262	578,253	571,348	661,971	558,219	504,066	6,546,741
1867.....	647,120	624,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,150,992
1868.....	687,443	536,165	444,448	518,800	572,551	626,249	549,714	794,325	889,987	931,530	685,401	681,041	8,823,482
1869.....	659,138	524,693	709,645	568,282	640,975	718,261	696,238	841,363	979,401	914,408	814,413	696,677	8,678,968
1870.....	623,383	661,789	601,326	555,087	684,539	712,647	627,216	809,052	901,235	903,225	811,708	697,751	8,678,968
1871.....	624,744	629,617	563,598	620,228	713,162	718,722	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872.....	642,466	627,068	572,175	547,988	636,373	641,410	616,680	763,256	759,967	.....	.....	.....	.....
<b>Maricopa and Cincinnati:</b>													
1866.....	90,411	85,447	84,351	81,181	96,388	108,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867.....	14,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868.....	92,433	81,599	98,482	108,461	95,416	96,924	108,413	126,556	121,519	125,065	119,169	121,408	1,204,066
1869.....	98,617	91,666	103,558	109,526	111,033	118,648	114,496	129,388	140,473	132,869	131,019	120,623	1,390,522
1870.....	90,177	98,275	101,379	108,246	110,213	111,117	111,127	118,407	132,998	153,531	144,023	141,376	1,415,869
1871.....	130,883	126,224	140,740	115,173	119,650	115,115	118,572	127,341	166,191	175,438	172,567	169,820	1,690,714
1872.....	152,577	142,408	150,784	145,558	158,717	154,687	149,550	162,521	191,841	.....	.....	.....	.....
<b>Michigan Central:</b>													
1866.....	306,324	279,137	344,228	337,241	401,455	365,663	329,105	413,501	476,661	490,694	447,670	328,870	4,520,550
1867.....	282,439	265,796	337,158	343,737	365,196	335,083	324,956	369,646	429,161	493,640	414,604	308,069	4,260,115
1868.....	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371,073
1869.....	343,516	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,920	410,826	399,671	4,609,261
1870.....	384,120	320,638	386,527	411,514	403,646	366,623	329,950	353,569	473,546	490,772	448,419	374,542	4,744,164
1871.....	337,992	329,128	384,431	412,030	403,283	363,187	328,891	378,880	467,990	511,447	453,873	387,927	4,755,968
1872.....	418,755	442,665	441,685	470,703	480,547	427,096	422,515	529,890	628,660	582,802	533,506	.....	.....
<b>Milwaukee and St. Paul:</b>													
1867.....	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,608
1868.....	369,228	321,203	333,509	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468,580	6,517,648
1869.....	454,590	330,400	420,951	460,288	630,544	678,923	586,531	525,547	724,732	1,040,102	801,196	490,565	7,250,069
1870.....	396,171	382,823	377,571	443,132	750,700	755,737	636,434	661,020	868,318	908,313	791,014	529,758	7,420,421
1871.....	396,760	327,431	400,149	483,884	662,568	658,017	481,113	506,557	815,346	841,150	644,625	473,295	6,690,695
1872.....	460,985	387,525	426,192	474,185	580,432	594,901	488,348	565,720	811,961	.....	.....	.....	.....
<b>Ohio and Mississippi:</b>													
1864.....	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,506	332,400	278,006	346,243	275,950	3,311,077
1865.....	259,223	239,139	313,914	271,527	290,916	304,463	249,285	344,700	350,348	372,618	412,553	284,319	3,795,005
1866.....	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	281,613	3,580,583
1867.....	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,621	366,371	379,367	336,067	272,063	3,459,319
1868.....	211,973	231,351	265,905	252,149	240,620	217,082	194,455	287,557	307,122	338,329	274,637	233,581	2,964,041
1869.....	180,366	216,080	221,459	214,409	218,639	223,256	192,364	275,220	292,903	323,044	298,027	254,896	2,915,543
1870.....	196,787	218,234	253,065	270,934	246,266	249,987	211,219	300,971	318,957	355,187	316,084	250,471	3,188,137
1871.....	245,982	258,564	384,599	243,550	222,263	189,241	211,352	288,989	325,379	339,991	.....	.....	.....
<b>Pacific of Missouri:</b>													
1869.....	194,112	207,302	294,302	275,247	264,273	240,349	184,411	262,515	350,613	329,243	298,708	271,207	3,184,282



## CITY PASSENGER RAILROAD SHARE AND BOND LIST

HORSE PASSENGER RAILROAD SHARE LIST														PASSENGER RAILROAD BONDS.													
Years ending.	Length track equiv. single.	Horses and Drivers.	Cars.	COMPANIES.	Cost of Road and Equipment.	Share Capital.	Indebtedness.		Earnings.		Dividends on paid Capital.	Value of Shares.			COMPANIES.	Amount outstanding.	Interst Rate.	Payable.	Principal Payable.	Market Price.							
							Bonded Debt.	Floating Debt.	Gross.	Net.		Par.	Paid.	Market.													
Sept. 30, '71	7.25	102	16	Albany.....N.Y.	157,800	111,400	40,000		63,840	16,449	10	100	100	Albany:													
Sept. 30, '71	1.04	....	....	Albany st. Freight (B'ton).....Mass.	48,709	75,000		155	2,856	657		100	100	1st Mortgage.....	40,000	7	J. & J.	1889	....								
Oct. 31, '71	7.25	12	....	Allentown.....Pa.	31,452	192,750			10,801	2,985		100	100	Bleeker St. & Fulton Ferry:													
Sept. 30, '71	11.53	....	....	Avenue C (N.Y. City).....N.Y.	513,286	500,000	681,000	163,841	161,424	11,753		100	100	1st Mortgage.....	604,000	7	J. & J.	1880	....								
Sept. 30, '71	22.00	440	55	Bleeker st. & F.F. (N.Y.C.).....N.Y.	1,775,049	900,000	694,000	11,282	302,393	69,420		100	100	Broadway (Brooklyn):													
Sept. 30, '71	4.63	....	....	Boston and Chelsea.....Mass.	110,000	110,000			8,800	7,359	6.8	100	100	1st Mortgage.....	100,000	7	J. & J.	1881	....								
Sept. 30, '71	1.25	....	....	Boston & West Roxbury.....Mass.	56,133	41,000			2,500	2,348		100	100	Broadway and 7th Avenue:													
Sept. 30, '71	10.76	276	52	Broadway (Brooklyn).....N.Y.	309,000	200,000	100,000	9,859	143,794	25,445	9	100	100	1st Mortgage.....	600,000	7	J. & D.	1884	....								
Sept. 30, '71	10.33	775	109	B'way & 7th Av. (N.Y.C.).....N.Y.	3,632,053	2,100,000	1,600,000	13,569	775,190	235,915	3	100	100	Brooklyn City:													
Sept. 30, '71	7.00	....	....	Brooklyn, Bath & Coney I.N.Y.	212,379	180,000	80,000		41,168	8,501		100	100	1st Mortgage.....	300,000	7	J. & J.	1872	....								
Sept. 30, '71	72.00	1479	297	Brooklyn City.....N.Y.	2,082,804	1,500,000	300,000	123,000	1,330,241	293,274	12	100	100	Brooklyn City & Newtown:													
Sept. 30, '71	15.50	194	42	Brooklyn City & Newtown.....N.Y.	636,730	400,000	200,000	8,829	164,737	34,200		100	100	1st Mortgage.....	25,000	7	J. & J.	1881	....								
Sept. 30, '71	19.83	....	....	B'klyn City, Hnn. P. & P.P.N.Y.	616,730	300,000	300,000	29,197	154,768	40,355		100	100	Br'klyn City & Pros. Park:													
Sept. 30, '71	15.20	201	59	Buffalo street.....N.Y.	429,557	377,000	73,000	19,257	183,932	23,518		100	100	1st Mortgage.....	300,000	7	M & N	1878	....								
Sept. 30, '71	11.50	92	17	Bushwick (Brooklyn).....N.Y.	324,012	302,000	52,000	2,018	81,514	8,092		100	100	Cambridge (Boston):													
Sept. 30, '71	33.51	....	....	Cambridge (Boston).....Mass.	740,904	740,000	150,000		69,091	69,091	13.5	100	100	1st Mortgage sinking fund	150,000	6	J. & J.	1881	....								
Sept. 30, '71	1.74	20	4	Central City (Syracuse).....N.Y.	29,006	21,130	8,000		19,524	7,475	20.0	100	100	Central Park, N. & E. River:													
Sept. 30, '71	46.00	802	142	Cent. P. & E.R. (N.Y.C.).....N.Y.	1,029,175	1,068,400	626,000	83,746	590,245	13,153		100	100	1st Mortgage.....	550,000	7	F & A	1882	....								
Oct. 31, '71	7.25	352	48	Citizens' (Phila.).....Pa.	212,820	192,750			313,002	94,494	27.7	50	194	2d Mortgage.....	200,000	7	M & N	1890	....								
Oct. 31, '71	8.83	170	33	Citizens' (Pittsburg).....Pa.	249,895	184,000	50,000	7,700	107,771	60,987	22.0	50	46	Citizens' (Phg.):													
Sept. 30, '71	14.83	222	21	Coney Island (Brooklyn).....N.Y.	647,363	500,000	215,000	49,593	160,178	14,687		100	100	1st Mortgage.....	50,000	7	J. & J.	1879	....								
Sept. 30, '71	10.36	824	116	Dry Dock, E.B. & B. (N.Y.C.).....N.Y.	937,943	1,200,000	700,000		698,241	179,551		100	100	Coney Island & Brooklyn:													
Sept. 30, '71	11.75	37	16	East New York & Jamaica.....N.Y.	259,688	175,800	82,700	1,632	26,554	5,490		100	100	1st Mortgage.....	215,000	7	J. & J.	1873	....								
Oct. 31, '71	1.63	13	3	Easton and S. Easton.....Pa.	25,962	29,562			9,757	2,658	5	25	25	D. Dock, E. Bdw. & Battery:													
Sept. 30, '71	18.00	877	169	Eighth Avenue (N.Y. City).....N.Y.	1,569,134	1,000,000	203,000	35,000	702,672	154,662	12	100	100	1st Mortgage.....	700,000	7	M & S	'74	....								
Oct. 31, '71	6.25	....	....	Elmira and Horseheads.....N.Y.	43,000	22,500		3,200	(Not in opera.)			100	100	1st Mortgage.....	203,000	7	J. & J.	1881	....								
Oct. 31, '71	2.20	20	6	Eric Cl'.....Pa.	36,957	19,807	20,458		14,371	3,268		50	42	42d st. & G'd st. Ferry (N.Y.):													
Oct. 31, '71	5.00	72	13	Federal St. & Pl. Val. (Phg.).....Pa.	93,000	68,300	25,000		41,167	7,504		25	25	1st Mortgage.....	215,000	7	A & O	1873	....								
Sept. 30, '71	2.70	....	....	Fifth Ward (Syracuse).....N.Y.	46,799	29,285	10,000	2,800	12,612	1,163		100	100	Frankford and Southwark:													
Sept. 30, '71	9.63	....	....	42d st. & G'd st. (N.Y.C.).....N.Y.	1,054,679	748,000	215,000		362,619	97,693	6.5	100	100	1st Mortgage.....	175,500	7	J. & J.	1877	....								
Oct. 31, '71	17.04	366	62	Frankford & Southwark (Ph.).....Pa.	830,364	491,750	227,000	80,000	336,899	92,869	6	50	50	2d Mortgage.....	61,500	7	M & N	1891	....								
Oct. 31, '71	3.25	22	5	Genesee & Water st. (Syr.).....N.Y.	59,926	42,500	12,700		13,924	2,226		100	100	Germantown:													
Sept. 30, '71	34.25	390	64	Germantown (Phila.).....Pa.	562,270	307,545	350,000		363,586	88,100	19.5	50	30	1st Mortgage.....	250,000	7	J. & J.	1879	....								
Oct. 31, '71	5.40	108	23	Ghirard College (Phila.).....Pa.	177,497	170,000			217,573	56,592	17.6	50	17	2d mortgage.....	100,000	7	A & O	1884	....								
Sept. 30, '71	9.00	93	16	G'd st. & Newtown (Bk'n).....N.Y.	304,532	170,000	90,000	20,000	94,496	7,771		100	100	Grand st. P. P. & Flatbush:													
Sept. 30, '71	8.00	....	....	G'd St. Prosp. Pk. & Flatb. N.Y.	400,000	200,000	200,000	14,000	(Not in opera.)			100	100	1st Mortgage.....	200,000	7	.....	.....	....								
Oct. 31, '71	7.25	196	42	Green and Coates st. (Phila.).....Pa.	244,441	100,000	150,000		172,537	48,368	28.7	50	15	1st Mortgage.....	100,000	7	J. & J.	1878	90								
Oct. 31, '71	2.14	11	3	Harrisburg City.....Pa.	60,249	41,995	12,664	1,240	6,489	667		25	25	Green and Coates street:													
Sept. 30, '71	10.00	120	24	Harl. Br. Morr. & F'dham N.Y.	254,295	123,540	137,000		85,554	27,669		100	100	1st Mortgage.....	137,000	7	J. & J.	1877	....								
Oct. 31, '71	20.40	362	61	Hest. Mant. & F'mount (Ph.).....Pa.	388,016	299,424	133,100		310,958	105,646	13.5	50	18	Hestonv. Mantua & Fairm.:													
Sept. 30, '71	3.56	31	9	Kingston and Rondout.....N.Y.	80,291	75,000			22,809	5,424	3.7	100	100	1st Mortgage.....	125,000	7	J. & D.	1880	....								
Oct. 31, '71	6.20	114	17	Lombard and South st. (Ph.).....Mass.	170,181	105,000	62,500	4,500	95,950	28,513	11.9	25	104	Lombard and South st. (Ph.):													
Sept. 30, '71	4.04	57	17	Lowell Horse.....Mass.	78,904	55,830		1,900	32,185	2,182		100	100	1st Mortgage.....	62,500	7	.....	1883	....								
Sept. 30, '71	11.62	235	35	Lynn and Boston.....Mass.	277,511	200,000	50,000		177,507	10,215		100	100	Lynn and Boston:													
Sept. 30, '71	8.60	....	....	Malden and Melrose (B'tn).....Mass.	60,246	200,000						100	100	1st Mortgage sinking fund	50,000	7	J. & J.	1885	....								
Sept. 30, '71	1.07	....	....	Marginal Freight (Boston).....Mass.	1,040,556	500,000	500,000	36,326				100	100	Marginal Freight:													
Sept. 30, '71	3.46	....	....	Medford & Charleat. (B'tn).....Mass.	34,600	21,000	4,000		2,400	1,923		100	100	1st Mortgage.....	500,000	7	A & O	1871	....								
Sept. 30, '71	6.27	48	15	Merrimac Valley.....Mass.	63,000	20,000			32,282			100	100	Malden and Melrose:													
Sept. 30, '71	43.50	958	328	Metropolitan (Boston).....Mass.	1,705,566	1,250,000	455,566		905,066	153,192	10	100	100	1st Mortgage.....	60,000	6	A & O	1880	....								
Sept. 30, '71	15.50	280	48	Middlesex (Boston).....Mass.	557,639	400,000	184,500	101,291	222,408	42,125	3	100	100	Middlesex (Boston):													
Sept. 30, '71	1.76	....	....	Mohawk and Ilion.....N.Y.	15,000	15,000			7,573	3,847		100	100	1st Mortgage sinking fund	99,500	6	J. & D.	1884	....								
Sept. 30, '71	12.20	177	33	Ninth Avenue (N.Y. City).....N.Y.	1,090,000	797,320	167,000		117,331	6,786		100	100	2d Mortgage.....	25,000	7	J. & J.	1874	....								
Sept. 30, '71	3.30	14	4	Northampton & Wmburg.....Mass.	300,000	300,000		5,059	7,887	2,993		100	100	Ninth Avenue (N.Y.):													
Sept. 30, '71	2.74	7	1	North 2d St. & Middle V'l. N.Y.	154,343	133,600		15,350	41,951	5,981		100	100	1st													



## RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq. 100	\$3,087,800	J. & J.	July '72 34	Little Miami. 60	\$5,871,450	J.A. J.O.	Oct. '72 2	Warren (N. J.) 100	\$1,900,000	J. & D.	Dec. '71 34
Allegheny Valley 50	2,266,350	J. & J.	July '71 4	Little Schuylkill. 60	2,645,100	J. & J.	July '72 34	Warwick Valley 100	225,000	A. & O.	Apr. '72 24
Atlanta and West Point. 100	1,232,200	J. & J.	July '71 4	Long Island 60	3,000,000	M. & S.	Sept. '71 3	West Jersey 100	1,209,000	F. & A.	Aug. '72 4
Atlantic and Gulf 100	3,991,200	J. & J.	July '71 34	Louisv. Cin. and Lex. 50	1,623,483	J. & J.	July '69 3	Winchester & Potomac 100	180,000	J. & J.	July '72 3
Atlantic and St. Law. 100	2,494,800	M. & S.	Sept. '72 2	Louisville & Nashville. 100	8,980,600	F. & A.	Aug. '72 4	Winchester & Strasburg 100	600,000	J. & J.	July '72 34
Avon, Genesee & Mt. M. 100	194,250	A. & O.	Oct. '72 14	Louisv., N. Alb. & Chi. 100	3,030,000	J. & D.	Dec. '70 3	Worcester and Nashua. 75	1,400,556	J. & J.	July '72 34
Baltimore and Ohio. 100	13,151,962	M. & N.	Nov. '72 5	Lowell and Lawrence 100	200,000	A. & O.	Oct. '72 3	HORSE-POWER R. R.			
Washington Br. pref. 50	1,650,000	A. & O.	Oct. '72 5	Lykens Valley 20	600,000	F.M.A.N.	Aug. '72 24	Albany City 100	110,300	—	—
Parkersburg Br. pref. 50	5,680,685	—	—	Macon and Western 100	2,500,000	J. & D.	Dec. '71 5	Baltimore City 100	800,000	F. & A.	Aug. '72 1
Berkshire 100	600,000	J.A. & O.	Oct. '72 0	Manchester and Law. 100	1,000,000	M. & N.	May '72 5	Bleeker St. & Fy. (N.Y.) 100	900,000	—	—
Blossburg & Corning. 50	260,000	J. & D.	June '72 21	Marletta & Cincinnati. 60	1,372,891	—	—	Boston and Chelsea 100	110,000	A. & O.	Oct. '72 4
Boston and Albany 100	10,604,100	M. & N.	Nov. '72 5	Marletta & Cincinnati. 1st pref. 50	8,130,719	M. & S.	Sep. '66 38	Broadway (Brooklyn) 100	200,000	J.A. J.O.	July '72 3
Bos., Cin. & Fitchb. pref. 100	633,300	—	—	Marletta & Cincinnati. 2d pref. 50	4,460,388	M. & S.	Sep. '66 38	Broadw. & 7th Av. (N.Y.) 100	2,100,000	J. & D.	Nov. '71 3
Agricultural Br. guar. 100	60,000	J. & J.	July '71 3	Massachusetts 100	400,000	F. & A.	Aug. '72 3	Brooklyn City & Newt. 100	600,000	J. & J.	July '70
Bost., Gonc. & Mont. pref. 100	800,000	M. & N.	May '72 3	Memphis & Charleston 25	5,312,725	F. & A.	Jan. '69 3	Brooklyn and Jamaica 100	488,100	—	—
Boston and Lowell 500	2,215,000	J. & J.	July '72 4	Michigan Central 100	14,065,848	J. & J.	July '72 5	Bushwick (Brooklyn) 100	302,000	J. & J.	July '72 44
Boston and Maine 100	5,000,000	M. & N.	May '72 5	Mill Creek & Minehill 60	323,375	J. & J.	July '72 5	Cambridge 100	727,800	A. & O.	Oct. '72 4
Boston and Providence 100	3,950,000	M. & N.	Nov. '72 5	Milwaukee and St. Paul. 100	11,322,878	F. & A.	Dec. '70 78	Cen. Park, N. & E. Riv. 100	1,068,400	A. & O.	Oct. '67 24
Buffalo, N. Y. and Erie. 100	1,380,000	J. & D.	June '72 34	M. Hill & Schuyl. Hav. 50	3,866,456	J. & J.	July '72 34	Citizens' (Phila.) 50	600,000	J. & J.	July '72 7
Burlington and Mo. Riv. 100	1,380,000	J. & J.	July '72 4	Morris and Essex 50	11,900,950	J. & D.	June '72 34	Citizens' (Phg.) 50	200,000	M. & N.	Nov. '71 7
Burlington and Mo. Riv. 100	1,380,000	J. & J.	July '72 4	Nashua and Lowell 100	800,000	M. & N.	May '72 5	Coney Island & Brookl. 100	500,000	—	—
Camden and Amboy 100	6,847,800	J.A. J.O.	Oct. '72 24	Nearquoning Valley 50	1,864,460	F. & A.	Feb. '71 6	D. Dock, E. B'dw. & Bat. 100	1,200,000	F.M.A.N.	Aug. '72 2
Camden and Amboy 100	377,100	—	—	Newark and N. York 100	977,400	J. & J.	Jan. '72 34	Elizabeth and Newark 100	200,000	—	—
Cape Cod 50	915,571	J. & J.	Jan. '72 34	N. Bedford & Taunton. 100	500,000	M. & N.	May '72 4	42nd St. & Gt. Ferry 100	748,000	M. & N.	Nov. '71 5
Cape May and Millville 50	447,000	J. & D.	June '72 3	N. Castle & Beaver Val. 50	1,800,000	J. & J.	Aug. '69 128	Frankf. & Southw. (Ph.) 50	491,750	J. & J.	July '72 4
Catawba & Foggals 50	426,000	Novemb.	Nov. '71 6	N. Haven & Northamp. 100	605,000	J.A. J.O.	Sept. '72 3	Germantown (Ph.) 50	1,000,000	J. & J.	July '72 3
Catawba 50	1,208,600	M. & N.	May '72 34	New Jersey 100	7,296,200	J.A. J.O.	Oct. '72 24	Girard College (Ph.) 50	500,000	J. & J.	July '71 3
Cayuga and Susq. 50	588,110	J. & J.	July '72 4	New London Northern 100	1,003,500	J. & J.	Jan. '72 4	Grand St. and Newton 100	170,000	J. & J.	July '71 2
Cedar Rapids & Mo. R. 100	6,860,400	M. & N.	May '72 1	N.Y. Cen. & Hudson R. 100	45,000,000	A. & O.	Oct. '72 4	Green & Coates St. (Ph.) 50	600,000	J. & J.	July '72 4
Central of Georgia 100	4,666,800	J. & D.	June '72 5	N.Y. Cen. & Hudson R. 100	45,000,000	A. & O.	Oct. '72 4	Heston, Mantau & Fairm. 50	2,050,000	J. & J.	July '71 2
Central of New Jersey 100	15,000,000	J.A. & O.	Oct. '72 24	New York and Harlem 100	5,600,000	J. & J.	July '72 4	Lomb. & South Sts. (Ph.) 25	105,000	A. & O.	Oct. '71 6
Central Ohio 100	2,426,000	J. & D.	June '72 3	N. York & New Haven 100	1,500,000	J. & J.	July '72 4	Lynn and Boston 100	200,000	—	—
Chemung 100	380,000	J.A. & O.	Oct. '72 14	N. York & New Haven 100	1,500,000	J. & J.	July '72 4	Malden and Melrose 100	200,000	—	—
Cheshire, preferred 100	2,100,000	J. & J.	July '72 2	N. York & New Haven 100	1,500,000	J. & J.	July '72 4	Metropolitan (Boston) 50	1,250,000	J. & J.	July '72 5
Chicago and Alton 100	8,925,500	M. & S.	Sept. '72 5	N. York & New Haven 100	1,500,000	J. & J.	July '72 4	Middlesex (Boston) 100	400,000	A. & O.	Oct. '72 3
Chicago and Alton 100	8,925,500	M. & S.	Sept. '72 5	N. York & New Haven 100	1,500,000	J. & J.	July '72 4	Ninth Avenue (N. Y.) 100	197,320	—	—
Chicago, Burl. & Quincy 100	20,000,000	M. & S.	Sept. '72 5	N. York & New Haven 100	1,500,000	J. & J.	July '72 4	Orange and Newark 100	282,555	—	—
Chicago, Iowa & Nebraska 100	14,720,959	J. & J.	July '72 4	N. York & New Haven 100	1,500,000	J. & J.	July '72 4	Philadelphia City 100	750,000	J. & J.	July '71 3
Chicago & N. Western 100	10,415,013	J. & D.	June '71 4	N. York & New Haven 100	1,500,000	J. & J.	July '72 4	Philadelphia and Darby 20	200,000	J. & J.	July '71 2
Chicago, R. I. & Pacific 100	19,000,000	A. & O.	Oct. '72 4	N. York & New Haven 100	1,500,000	J. & J.	July '72 4	Phila. and Grey's Ferry 50	284,775	J. & J.	July '72 24
Cin. Ham. & Dayton 100	3,600,000	A. & O.	Oct. '72 4	N. York & New Haven 100	1,500,000	J. & J.	July '72 4	Phg. Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 8
Cin. Sand. and Clev. 50	2,987,800	A. & O.	Oct. '72 4	N. York & New Haven 100	1,500,000	J. & J.	July '72 4	Second Avenue (N. Y.) 100	888,100	J.A. J.O.	Oct. '72 2
Cin. Sand. and Clev. 50	428,646	M. & N.	May '72 3	N. York & New Haven 100	1,500,000	J. & J.	July '72 4	Second & Third Sts. (Ph.) 50	962,100	J. & J.	July '72 5
Clev. Col. Cin. & Ind. 100	13,944,000	F. & A.	Aug. '72 34	N. York & New Haven 100	1,500,000	J. & J.	July '72 4	17th & 19th streets (Ph.) 50	500,000	J. & J.	July '71 2
Cleveland & Mahoning 50	2,067,569	M. & N.	May '72 34	N. York & New Haven 100	1,500,000	J. & J.	July '72 4	Sixth Avenue (N. Y.) 100	750,000	M. & N.	May '71 5
Cleveland & Pittsburgh 50	7,444,588	F.M.A.N.	Aug. '72 24	N. York & New Haven 100	1,500,000	J. & J.	July '72 4	Third Avenue (N. Y.) 100	1,170,000	F.M.A.N.	Aug. '71 4
Col. Chic. & Ind. Cen. 100	13,000,000	J.A. J.O.	July '72 24	N. York & New Haven 100	1,500,000	J. & J.	July '72 4	13th & 15th street (Ph.) 50	1,000,000	J. & J.	July '72 14
Columbus and Xenia 50	1,188,964	M.J.S.D.	June '72 2	N. York & New Haven 100	1,500,000	J. & J.	July '72 4	Somerville (Boston) 100	75,000	M. & N.	May '72 3
Colum. & Hocking Val. 100	848,964	F. & A.	Aug. '72 5	N. York & New Haven 100	1,500,000	J. & J.	July '72 4	South Boston 100	400,000	J.A. J.O.	Oct. '72 24
Concord 100	1,600,000	M. & N.	May '72 5	N. York & New Haven 100	1,500,000	J. & J.	July '72 4	Union (Boston) 100	200,000	—	—
Concord and Ports. 100	2,084,200	F. & A.	Aug. '72 3	N. York & New Haven 100	1,500,000	J. & J.	July '72 4	Union (Phila.) 50	400,000	J. & J.	Jan. '72 5
Gonn. & Passen p. Riv. 1.0	1,700,000	J. & J.	July '72 5	N. York & New Haven 100	1,500,000	J. & J.	July '72 4	West Philadelphia 50	400,000	J. & J.	July '72 8
Connecticut River 100	1,307,383	J. & J.	July '72 5	N. York & New Haven 100	1,500,000	J. & J.	July '72 4	CANALS.			
Cooperstown and Susq. 100	1,307,383	J. & J.	July '72 5	N. York & New Haven 100	1,500,000	J. & J.	July '72 4	Chesapeake & Delaware 50	1,983,563	J. & D.	June '72 3
Cumberland Valley 50	1,328,000	A. & O.	Oct. '72 4	N. York & New Haven 100	1,500,000	J. & J.	July '72 4	Chesapeake and Ohio 25	8,229,694	—	—
Danbury and Acrwals 50	400,000	M.J.S.D.	Dec. '71 4	N. York & New Haven 100	1,500,000	J. & J.	July '72 4	Delaware Division 50	1,633,250	F. & A.	Aug. '72 4
Delaware 100	1,230,941	J. & J.	July '72 3	N. York & New Haven 100	1,500,000	J. & J.	July '72 4	Delaware and Hudson 100	15,000,000	F. & A.	Aug. '72 5
Del. Lackaw. & Westn. 50	18,508,850	J.A. J.O.	Oct. '72 0	N. York & New Haven 100	1,500,000	J. & J.	July '72 4	Delaware and Raritan 100	5,847,400	J.A. J.O.	Oct. '72 24
Detroit & Milwaukee 50	4,424,650	—	—	N. York & New Haven 100	1,500,000	J. & J.	July '72 4	Erie of Pennsylvania 50	64,000	—	—
Dubuque & Sioux City 100	2,095,000	J. & J.	Dec. '69 7	N. York & New Haven 100	1,500,000	J. & J.	July '72 4	Erie of Pennsylvania 50	64,000	—	—
East Pennsylvania 100	1,309,200	J. & J.	July '72 4	N. York & New Haven 100	1,500,000	J. & J.	July '72 4	Lehigh Coal & Navigat. 50	8,789,800	M. & N.	May '67 3
East Mahanoy 100	392,950	J. & J.	Jan. '72 3	N. York & New Haven 100	1,500,000	J. & J.	July '72 4	Monongahela Navigat. 50	1,003,500	J. & J.	July '71 5
Eastern (Mass.) 100	4,082,500	J. & J.	July '71 4	N. York & New Haven 100	1,500,000	J. & J.	July '72 4	Morris (consolidated) 100	1,025,000	F. & A.	Aug. '72 2
Eastern (N. H.) 100	492,500	F. & A.	Aug. '72 24	N. York & New Haven 100	1,500,000	J. & J.	July '72 4	Morris (consolidated) 100	1,025,000	F. & A.	Aug. '72 2
Elmira, Jef. & Canand. 100	600,000	F. & A.	Aug. '72 24	N. York & New Haven 100	1,500,000	J. & J.	July '72 4	(preferred) 100	1,175,000	F. & A.	Aug. '72 6
Elmira & Williamsport 100	600,000	M. & N.	May '72 24	N. York & New Haven 100	1,500,000	J. & J.	July '72 4	Pennsylvania 50	4,337,950	F. & A.	Feb. '72 50c
Erie Railway 100	18,000,000	F. & A.	Feb. '06 4	N. York & New Haven 100	1,500,000	J. & J.	July '72 4	Schuyl. Nav. (common) 50	1,908,207	F. & A.	Feb. '72 60c
Erie and Pittsburgh 50	8,536,910	J. & J.	July '72 34	N. York & New Haven 100	1,500,000	J. & J.	July '72 4	Susq. and Tide Water 50	2,898,977	F. & A.	Feb. '72 60c
Fitchburg 100	3,640,000	M.J.S.D.	Sept. '72 14	N. York & New Haven 100	1,500,000	J. & J.	July '72 4	Union 50	2,002,746	—	—
Georgia 100	4,165,000	J. & J.	July '72 4	N. York & New Haven 100	1,500,000	J. & J.	July '72 4	W. Branch and Susq. 50	1,100,000	J. & J.	Jan. '65 -
Grand River Val. guar. 100	1,000,000	—	—	N. York & New Haven 100	1,500,000	J. & J.	July '72 4	MISCELLANEOUS.			
Grand Trunk, (Ca.) 100	14,397,946	—	—	N. York & New Haven 100	1,500,000	J. & J.	July '72 4	Adams Express 100	10,000,000	M.J. S.D.	Sept. '72 2
Great Western, (Ca.) 100	19,237,404	A. & O.	Oct. '72 34	N. York & New Haven 100	1,500,000	J. & J.	July '72 4	American Coal 25	1,500,000	M. & S.	Mar. '72 3
Hannibal & St. Joseph 100	4,161,700	F. & A.	Aug. '70 34	N. York & New Haven 100	1,500,000	J. & J.	July '72 4	Am. Merch. Union Exp. 100	18,000,000	J. & J.	Jan. '72 3
Hannibal & St. Joseph 100	6,073,224	Annual	Aug. '70 7	N. York & New Haven 100	1,500,000	J. & J.	July '72 4	Ashburton Coal 50	2,500,000	J. & D.	Dec. '66 4
Hanover Branch, (Ca.) 50	118,560	M. & N.	May '72 5	N. York & New Haven 100	1,500,000	J. & J.	July '72 4	Atlantic Mail Steamship 100	4,000,000	M.J. S.D.	Dec. '67 24
Harlem Extension 100	4,000,000	J. & J.	July '72 34	N. York & New Haven 100	1,500,000	J. & J.	July '72 4	Brunswick City 100	1,000,000	—	—
Harrisburg & Lancaster 50	1,182,500	J. & J.	July '72 34	N. York & New Haven 100	1,500,000	J. & J.	July '72 4	Butler Coal 25	500,000	J. & D.	Dec. '69 35c
Hartford & New Haven 100	3,300,000	J.A. J.O.	July '72 3	N. York & New Haven 100	1,500,000	J. & J.	July '72 4	Canton 100	731,260	—	—
Housatonic, pref. 100											



## NATIONAL AND STATE SECURITIES.

	Amounts outstand- ing.	Rate.	Interest Payable.	When Pay- able.	Market Price.		Amounts outstand- ing.	Rate.	Interest Payable.	When Pay- able.	Market Price.	
<b>National Securities Oct. 1, 1872.</b>												
Loan of June 14, 1865.....registered	\$6,045,000	5	Jan. & July.	1874	109 1/2	Massachusetts—(\$30,712,882):						
.. coupon	13,955,000	5	"	"	1874	.. State (public works) scrip, '72.....	700,000	6	Various.	'72-'80		
Loan of February 8, 1861.....registered	13,787,000	5	Jan. & July.	1880	115	.. State (public works) scrip, '72.....	384,000	6	June & Dec.	'72-'77		
.. coupon	4,678,000	5	"	"	1880	.. Union Fund Loan, 1861.....	2,800,000	6	Jan. & July.	'72-'76	107 1/2	
Oregon War Bonds of March 2, 1861.....registered	945,000	5	Jan. & July.	1881	109 1/2	.. Union Fund Loan, 1862.....	600,000	5	"	"	'77-'78	
Loan of July 17, and Aug. 5, 1861.....coupon	125,352,350	5	Jan. & July.	1881	115	.. Coast Defense Loan, 1863.....	888,000	5	"	"	1883	
.. coupon	63,983,850	5	Jan. & July.	1881	116 1/2	.. Bounty Loan, 1864.....	4,379,500	5	May & Nov.	1894		
Loan of Feb. 25, 1862 (5-20s).....registered	232,340,250	5	May & Nov.	1882	112	.. Bounty Loan, 1864.....	4,000,744	5	"	"	1894	
.. coupon	36,852,650	5	"	"	1882	.. War Loan (5-20) cur. 1865.....	2,551,500	5	Mar. & Sept.	1896		
Loan of March 3, 1863.....registered	53,434,650	5	Jan. & July.	1881	115	.. R. R. & Hoosac Tunnel bonds, \$1,448,700 stg.	7,175,451	5	April & Oct.	'88-'93		
.. coupon	21,565,350	5	"	"	1881	.. Loan (B. H. & Erie R. R.) \$743,600 stg.	1,165,500	5	Jan. & July.	'90-'96		
Loan of March 3, 1864 (5-20s).....registered	2,298,000	5	May & Nov.	1884	112	Michigan—(\$233,333):	3,599,024	5	"	"	1900	
Loan of June 30, 1864 (5-20s).....registered	84,017,300	5	May & Nov.	1884	112	.. Canal Bonds, 1859.....	81,000	6	Jan. & July.	1879		
.. coupon	36,984,100	5	"	"	1884	.. \$2,000,000 Loan Bonds, 1863.....	445,000	6	"	"	1875	
Loan of March 3, 1865 (5-20s).....registered	37,085,000	5	May & Nov.	1885	114 1/2	.. \$2,000,000 Loan Bonds, 1863.....	431,000	6	"	"	1883	
.. coupon	119,983,900	5	"	"	1885	.. \$2,000,000 Loan Bonds, 1863.....	715,000	6	"	"	1883	
.. 2d series (5-20s).....registered	59,997,400	5	Jan. & July.	1885	114 1/2	.. Bounty (War) Bonds, 1865.....	100,000	7	May & Nov.	1890		
.. coupon	154,948,450	5	"	"	1885	.. Minnesota—(\$350,000):	100,000	7	Jan. & July.	1878		
.. 3d series (5-20s).....registered	91,792,250	5	Jan. & July.	1887	114 1/2	.. Sioux War Bonds, 1862.....	100,000	7	May & Nov.	1879		
.. coupon	227,471,600	5	"	"	1887	.. State Building Bonds, 1867-'68 and '69.....	250,000	7	Jan. & July.	'77-'79		
.. 4th series (5-20s).....registered	13,704,500	5	Jan. & July.	1888	115	.. Railroad Bonds (suspended) 1868.....	2,275,000	7	June & Dec.	1883		
.. coupon	25,364,400	5	Mar. & Sept.	1904	108 1/2	Missouri—(\$17,668,000):						
Loan of March 3, 1864 (10-40s).....registered	139,918,150	5	F. M. A. & N.	1881	109 1/2	.. State Bonds, proper, 1865-'68.....	439,000	6	Jan. & July.	'82-'90	93 1/2	
Consols of July 14, '70 & Jan. 20, '71.....coupon	55,649,150	5	"	"	1881	.. Railroad Loan Bonds, 1854-'66.....	1,589,000	6	"	"	'87-'88	
Consols.....coupon	127,251,050	5	F. M. A. & N.	1881	111 1/2	.. S. W. Br. of Pacific R. R. bonds, guar.	14,496,000	7	"	"	'74-'91	98
Consols.....coupon	72,748,950	4 1/2	F. M. A. & N.	1886		.. State Bonds, funding, 1867-'68.....	2,727,000	6	"	"	'70-'91	
Consols.....coupon		4 1/2	F. M. A. & N.	1901		Nevada—(\$650,000):						
Dem. Cer. of Mar. 2, '87, and July 25, '88 (cur.)	5,585,000	3	"	"	1901	.. State Bonds, for floating debt.....	600,000	10	Mar. & Sept.	'72-'87		
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	3	"	"	1875	New Hampshire—(\$2,405,400):						
Certificates of Indebtedness 1870.....(cur.)	678,000	4	"	"	1875	.. War Loan Bonds, July 1, 1861.....	812,000	6	Jan. & July.	'71-'78		
Pacific R. R. Bonds.....(currency)	64,623,512	6	Jan. & July.	'96-'99	113 1/2	.. War Loan Bonds, July 1, 1864.....	600,000	6	Mar. & Sept.	'84-'85	93 1/2	
U. S. Notes and Fractional Currency.....	412,196,590	nd.	"	"		.. War Loan Bonds, Oct. 1, 1866.....	760,000	6	April & Oct.	'72-'74		
<b>State Securities, latest dates.</b>						New Jersey—(\$2,896,200):						
Alabama—(\$15,420,000):						.. War Loan Bonds, 1861, tax free.....	1,200,000	6	Jan. & July.	'78-'84		
.. Bonds (old and extended), 1866 and '72.....	2,582,800	5	May & Nov.	'86-'92		.. War Loan Bonds, 1863, tax free.....	1,002,000	6	"	"	'86-'90	
.. Bonds (new), 1866, '68 and '72.....	2,386,000	5	Jan. & July.	'86-'92		.. War Loan Bonds, 1864, tax free.....	584,400	6	"	"	'97-'01	
.. Railroad Aid Bonds, 1870 and '71.....	2,620,000	5	"	"	'90-'91	New York—(\$38,121,600):						
.. Railroad Bonds endorsed, 1870 and '71.....	15,000,000	5	"	"	'90-'91	.. General Fund Stock.....	900,000	5	J. A. J. & O.	1878		
Arkansas—(\$9,800,000):						.. General Fund Stock.....	800,000	5	"	"	1878	
.. Funded Bonds, 1869 and '70.....	2,350,000	6	Jan. & July.	'90-'90		.. General Fund Stock.....	948,107	5	"	"	1878	
.. Levee Bonds, 1871.....	2,185,000	7	"	"	'90-'91	.. General Fund Stock.....	1,189,780	5	"	"	1878	
.. Deficiency Bonds, 1872.....	300,000	7	"	"	'90-'91	.. Canal Stock.....	1,108,420	5	"	"	1874	
.. Railroad Aid Bonds, 1869 '70 and '71.....	5,465,000	7	April & Oct.	'89-'91		.. Canal Stock.....	7,408,000	5	"	"	'72-'78	
California—(\$3,315,000):						.. Canal Stock.....	2,672,000	5	"	"	'74-'76	106
.. Civil Bonds 1867 and '68.....	2,108,000	7	Jan. & July.	'77-'80		.. Bounty Loan Bonds, 1867, registered.....	880,000	6	"	"	'77-'77	
.. Bounty and Relief Bonds, 1863 and '64.....	954,500	7	"	"	'83-'85	.. Bounty Loan Bonds, 1867, coupon.....	20,875,000	7	Jan. & July.	1877		
.. State Capital Bonds, 1871.....	250,000	7	"	"	'81	North Carolina—(\$29,900,045):	1,772,000					
Connecticut—(\$5,767,500):						.. State (old) Bonds 1848 to 1860.....	4,738,000	6	Jan. & July.	'72-'92	33 1/2	
.. War Loan, July 1, 1861 (10-20s).....	706,700	6	Jan. & July.	1871		.. State (old) Bonds 1848 to 1860.....	3,639,500	6	April & Oct.	'72-'92		
.. War Loan, Jan. 1863 and '64 (20s).....	2,386,000	6	"	"	'83-'84	.. State (new) Bonds, 1867 to 1870.....	8,009,045	6	Jan. & July.	'72-'92	20	
.. War Loan, Oct. 1, 1864 (10-30s).....	985,500	6	April & Oct.	1874		.. State (new) Bonds, 1867 to 1870.....	1,559,000	6	April & Oct.	'62-'92		
.. War Loan, Oct. 1, 1865 (20s) tax free.....	1,741,100	6	"	"	1885	.. Funding (Debt) Bonds, 1866.....	2,417,400	6	Jan. & July.	1900		
Florida—(\$5,728,965):						.. Funding (Interest) Bonds 1868.....	1,821,400	6	April & Oct.	1878		
.. Convention Bonds 1868.....	30,000	8	April & Oct.	1888		.. Special Tax Bonds.....	11,407,000	6	"	"	'90-'91	11
.. Bonds, 1868-'69.....	191,000	6	Various.	1901		Ohio—(\$9,022,721):						
.. Bonds, 1871.....	210,000	7	Various.	1901		.. Loan of 1860 Bonds, skg Pd.....	892,894	6	Jan. & July.	1870		
.. Loan to Jack. Penna. & Mob. R.R., 1870	4,000,000	5	Jan. & July.	1900		.. Loan of 1860 Bonds, skg Pd.....	1,900,000	6	"	"	1875	
Georgia—(\$10,494,500):						.. Loan of 1860 Bonds, skg Pd.....	1,495,309	6	"	"	1881	
.. Bonds for W. & Atl. R.R. 1842 '43, '44 & '48	868,000	6	Various.	'72-'74		.. Loan of 1860 Bonds, skg Pd.....	2,400,000	6	"	"	1896	
.. Bonds for W. & Atl. R.R. 1842 and 1848	276,500	7	Various.	'72-'74		Oregon—(\$290,527):						
.. Bonds for Atl. & Gulf R.R. '59, '59, '60 & '61	600,000	6	Feb. & Aug.	'78-'81		.. Bounty and Relief Bonds of 1864.....	90,527	7	Jan. & July.	'74-'84		
.. Bonds for Atl. & Gulf R.R. 1868.....	200,000	6	"	"	'81-'80	.. Willamette Canal & Lock Bonds of 1870	300,000	7	"	"	1890	
.. Bonds of Act of March 12, 1866.....	3,900,000	7	Jan. & July.	1880		Pennsylvania—(\$23,272,965):						
.. Bonds of Act of Sept. and Oct. 1870.....	4,880,000	7	Various.	1890		.. Loan of Feb. 1867 (5-10s).....	92,850	5	Feb. & Aug.	'72-'77		
.. Railroad endorsements, to July 1872.....	12,000,000	7	Various.	'90-'92		.. Loan of Feb. 1867 (5-10s).....	3,786,550	6	"	"	'72-'77	101 1/2
Illinois—(\$2,133,634):						.. Loan of Feb. 1867 (5-10s).....	90,400	5	"	"	'77-'82	
.. Interest Bonds, inscribed stock, 1847.....	971,834	6	Jan. & July.	1878		.. Loan of Feb. 1867 (10-15s).....	7,890,500	5	"	"	'77-'82	106
.. Refunded Stock Bonds, 1859.....	348,000	6	"	"	'77-'78	.. Loan of Feb. 1867 (15-25s).....	723,950	5	"	"	'82-'92	107 1/2
.. Thornton Loan Bonds, 1861.....	102,000	6	"	"	1880	.. Loan of Feb. 1867 (15-25s).....	9,271,850	6	April & Oct.	1879		
.. War Loan Bonds, 1861.....	417,000	6	"	"	1880	.. Inclined Plane Loan, of April 1849.....	400,000	6	Feb. & Aug.	1871		
.. Chicago Relief Bonds, 1871.....	250,000	6	May & Nov.	1881		.. State Stocks (old).....	1,997,050	5	"	"	'77-'78	
Kansas—(\$1,336,675):						.. State Stocks (old).....		4 1/2	Jan. & July.	1892		
.. State Bonds (various) 1863 to 1864.....	110,675	6	Jan. & July.	'83-'84		Rhode Island—(\$2,770,000):						
.. State Bonds (various) 1861 to 1869.....	1,226,000	7	"	"	'76-'89	.. War Bonds of Aug. 1862.....	1,049,000	6	Mar. & Sept.	1882		
Kentucky—(\$2,730,510):						.. of Jan. 1863.....	200,000	6	April & Oct.	1893		
.. State Bonds 1834 and '43.....	160,000	5	Mar. & Sept.	1873		.. of June 1863.....	602,000	6	Jan. & July.	1893		
.. State Bonds, 1840 to 1851.....	683,000	6	April & Oct.	'71-'72		.. of May 1864.....	829,000	6	Feb. & Aug.	1894		
.. Military Bonds, 1864 (15 or 30 yrs).....	309,000	6	Various.	'79-'94		South Carolina—(\$15,567,327):						
Louisiana—(\$21,214,800):						.. State House, Stock and Bonds '63-'66.....	1,233,188	6	Jan. & July.	'71-'90		
.. State Bonds, to R. R. Co's, 1840 to 1866	1,830,000	6	Various.	'83-'98	53	.. Funding Stocks & Bonds '66-'68.....	1,750,000	6	April & Oct.	1888		
.. Deficiency (Treasury) Bonds 1853.....	750,000	6	Jan. & July.	1893		.. " " " " '68-'69.....	2,202,714	6	Jan. & July.	'87-'91	26	
.. Funded coupons (new) 1866-'68.....	997,000	6	"	"	'86-'88	.. Funding Stocks and Bonds.....	899,000	7	"	"	1888	
.. Levee Bonds 1867.....	4,000,000	6	May & Nov.	1907		.. Blue Ridge R. R. Bonds 1854.....	970,000	6	"	"	'74-'76	
.. " " " " 1868.....	1,000,000	8	Various.	1886		.. Conversion Bonds 1869.....	7,871,700	6	"	"	1888	
.. " " " " 1870.....	3,000,000	8	Mar. & Sept.	1875		.. " " " " 1870.....	500,000	6	April & Oct.	1899		
.. Funded Floating Debt 1870.....	3,000,000	8	May & Nov.	1910		Tennessee—(\$30,962,156):						
.. Penitentiary Bonds, 1869.....	500,000	7	Mar. & Sept.	1899		.. Railroad Loan Bonds.....	31,300,417	6	Jan. & July.	long.	74 1/2	
.. State B'ds (N. O. Mob. & Chas. R. R.) '70, '71	3,250,000	8	Jan. & July.	'10-'11		.. State Bonds (direct).....	4,819,644	6	April & Oct.	"		
.. Redemption (certificates) Bonds 1866.....	250,000	6	"	"	1906	.. Endorsements.....	2,197,000	6	Jan. & July.	"		
.. Int. (Mex. & Mex. G. S. Can.) Bonds 1869	490,000	7.5	Mar. & Sept.	1889		.. Funded Interest Bonds.....	9,000,000	6	"	"	'76	
.. Int. (N. La. & Tex. R. R.) Bonds 1869.....	546,000	8	April & Oct.	1898		Texas—(\$3,397,825):						
Maine—(\$7,227,900):						.. Frontier Protection Bonds, gold, 1870.....	700,000	7	Jan. & July.	'90-'10		
.. Civil Loans Bonds, 1856-'61.....	271,000	6	Various.	'73-'78		.. Deficiency Bonds, 1871.....	357,000	10	Mar. & Sept.	1876		
.. War and Bounty Bonds, 1863 and '64.....	3,832,500	6	"	"	'83-'89	Vermont—(\$822,000):						
.. Municipal Equalization Bonds.....	3,084,400	6	April & Oct.	1889		.. War Loan Bonds, coupons.....	621,000	6	June & Dec.	'71-'75	100	
Maryland—(\$12,436,713):						.. " " " " registered.....	201,000	6	"	"	'71-'76	
.. Bonds to R. R. and Canals, 1827-'47.....	1,537,222	5	J. A. J. & O.	1890		Virginia—(\$46,9						

## AMERICAN RAILROAD BOND LIST.

Asterisk (\*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Brunswick and Albany:						
1st Mortgage.....	\$980,000	7	Jan. & July.	New York.	1886	....	1st Mort.(gold)end. by Ga. tax fr.	\$3,630,000	6	April & Oct.	New York.	1908	....
Alabama Central:							2d Mort. sinking fund gold.....	2,360,000	7*	"	"	1893	....
1st Mortgage.....	1,600,000	8	Jan. & July.	New York.	1901	....	Buffalo, Bradford and Pittsburg:						
Alabama and Chattanooga:							General Mortgage.....	580,000	7	Jan. & July.	New York.	1896	....
1st Mortgage, guar. by Ala.....	16,000pm	8*	Jan. & July.	New York.	1889	....	Buffalo, Corry and Pittsburg:						
2d Mortgage.....	9,000pm	8	"	"	1889	....	1st Mortgage.....	700,000	7	March & Sept.	New York.	1886	....
Alabama and Georgia:							Buffalo, New York and Erie:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....	1st Mortgage.....	2,000,000	7	June & Dec.	New York.	1877	95
Albany and Susquehanna:							2d Mortgage sinking fund.....	380,000	7	May & Nov.	"	1872	....
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1888	98	Buffalo, New York & Phila.:						
2d Mortgage.....	2,000,000	7	April & Oct.	"	1885	95	1st Mortgage.....	3,000,000	6	Jan. & July.	New York.	1896	....
3d Mortgage.....	399,000	7	May & Nov.	"	1881	....	Burlington, Cedar Rapids & Minn.:						
Albany Loan.....	1,000,000	6	"	Albany.	1895	....	1st Mortgage coin or stg skg f'd.	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	90 1/2
Alexandria and Fredericksburg:							Burlington and Missouri River:						
1st Mortgage.....	1,000,000	7	June & Dec.	New York.	1896	....	Land and R. R. Mortgage.....	5,058,350	7	April & Oct.	Boston.	1893	96 1/2
Allegheny Valley:							Stock Bonds pref. 2d lien.....	600,000	7	Jan. & July.	"	1875	....
General Mortgage.....	4,000,000	7.3	March & Sept.	New York.	1896	93 1/2	Stock Bonds pref. 3d lien.....	1,200,000	8	"	"	1878	110
Special Mortgage to Penn.....	3,500,000	7	"	Harrisburg.	....	....	Stock (common) Bonds.....	980,000	8	April & Oct.	"	1879	....
Androscoggin:							Stock (common) Bonds.....	899,500	8	Jan. & July.	"	1894	....
1st Mortgage (Bath Loan).....	425,000	6	Jan. & July.	Bath, Me.	1891	....	Stock (common) Bonds.....	1,377,849	8	"	"	1889	....
Arkansas Central (narrow gauge):							Burlington & Mo. Riv. in Neb.:						
1st Mortgage.....	8,000pm	8*	Jan. & July.	New York.	1891	70	1st Mortgage convertible.....	5,587,971	8	Jan. & July.	Boston.	1894	100 1/2
Atchison and Nebraska:							Burlington and Southwestern:						
1st Mortgage.....	3,500,000	8	Jan. & July.	Boston.	1891	....	1st Mortgage.....	20,000pm	8	May & Nov.	Boston.	1895	....
Atchison, Topeka and Santa Fe:							Cairo and Fulton (Arkansas):						
1st Mortgage (gold).....	15,000pm	7*	Jan. & July.	Boston.	1899	87 1/2	1st Mort. (R. R. & lands) S. F. gold	8,000,000	7*	Jan. & July.	New York.	1891	....
Land Grant Mortgage (gold).....	7,500pm	7*	April & Oct.	"	1902	....	Cairo and St. Louis (3 ft. gauge):						
Atlanta and Richmond Air Line:							1st Mortgage.....	2,250,000	7	April & Oct.	New York.	1901	....
1st Mortgage (guar. by Ga.).....	16,000pm	8	Jan. & July.	New York.	1900	....	Cairo and Vincennes:						
Atlantic and Great Western:							1st Mortgage, gold.....	3,500,000	7*	April & Oct.	New York.	1901	....
1st Mortgage (gold).....	18,000,000	7*	Jan. & July.	London.	1902	....	Camden and Atlantic:						
2d Mortgage (gold).....	12,000,000	7*	March & Sept.	"	1902	....	1st Mortgage of 1883.....	490,000	7	Jan. & July.	Camden.	1873	101
3d Mortgage (gold) Income.....	29,000,000	7*	May & Nov.	"	1902	....	2d Mortgage of 1884.....	500,000	7	April & Oct.	"	1879	....
Atlantic and Gulf:							Camden and Burlington County:						
Consolidated (285 m.) free U. S. tax	2,000,000	7	Jan. & July.	New York.	1897	....	Consolidated 1st Mortgage.....	388,000	6	Feb. & Aug.	Philadelphia.	'70-'97	....
Sectional (S. A. & G. R. R.) bonds	310,000	7	"	"	var.	....	Canada, Michigan and Chicago:						
1st Mortgage (S. Ga. & Fla. R. R.)	484,000	7	May & Nov.	"	1888	....	1st Mort. (skg f'd) for \$2,750,000.	....	7	"	New York.	....	....
2d Mortgage (S. Ga. & Fla. R. R.)	200,000	7	"	"	1889	....	Canada Southern:						
Atlantic and Lake Erie:							1st Mort. (skg f'd) g'd for \$9,000,000	....	7*	Jan. & July.	New York.	1906	....
1st Mort. (gold) for \$5,000,000....	....	7*	Jan. & July.	New York.	1901	....	Carthage & Burlington (C. B. & Q.):						
Atlantic, Miss. and Ohio (423 m.):							1st Mortgage guar. and tax free..	600,000	8	May & Nov.	New York.	1879	....
1st Mortgage for \$15,000,000.....	....	7	Jan. & July.	New York.	1901	....	Catawissa:						
Atlantic and North Carolina:							1st Mortgage (old).....	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage.....	200,000	8	Jan. & July.	New York.	1873	....	1st Mortgage (new).....	1,300,000	7	"	"	1900	97
Atlantic and Pacific:							Chattel Mortgage.....	208,850	10	"	"	'80-'89	....
Land Mortgage gold bonds.....	3,000,000	6*	Jan. & July.	New York.	1888	....	Cazenovia and Canastota:						
1st Mort. (So. Pac. R. R.) gold b'ds	7,250,000	6*	"	"	1888	....	1st Mortgage, gold.....	250,000	7	Feb. & Aug.	New York.	1890	....
Atlantic and St. Lawrence:							Cedar Falls and Minnesota (Ili. C.):						
1st Mortgage (sterling) of 1853....	484,000	6*	May & Nov.	London.	1878	....	1st Mort. (C. F. to Waverly)....	294,000	7	April & Oct.	New York.	1884	83
2d Mortgage (sterling) of 1864....	1,499,966	6*	April & Oct.	"	1884	....	1st Mort. (W. to Minn. Line)....	1,377,000	7	Jan. & July.	"	1907	....
3d Mortgage (sterling) of 1871....	712,932	6*	May & Nov.	"	1891	....	Cedar Rapids & Mo. Riv. (C. & N. W.):						
1st Mortgage, Portland Loan.....	787,000	6	"	N. Y. & Bos'n	1871	....	1st Mortgage, 1st Div. \$10,000pm	700,000	7	Feb. & Aug.	New York.	1891	....
Bald Eagle Valley:							1st Mortgage 2d Div. \$10,000 p. m.	582,000	7	"	"	1894	....
1st Mortgage.....	371,200	6	Jan. & July.	Philadelphia.	1881	....	1st Mortgage 3d Div. \$16,000 p. m.	2,332,000	7	May & Nov.	"	1916	88 1/2
2d Mortgage.....	100,000	7	"	"	1884	....	Central Branch Union Pacific:						
Baltimore and Ohio:							1st Mort. (Atch. & Pike's Peak)....	1,600,000	6*	May & Nov.	New York.	1895	....
Loan of 1865-'76.....	863,250	6	Jan. & July.	Baltimore.	1875	97 1/2	2d Mortgage Govern't subsidy.	1,600,000	8	Jan. & July.	"	1895	....
Loan of 1860-'80.....	879,500	6	"	"	1880	96 1/2	Central of Georgia:						
Loan of 1863-'86.....	1,710,500	6	April & Oct.	"	1885	98 1/2	1st Mortgage.....	789,000	7	March & Sept.	New York.	1878	....
Loan of 1865-'90 (Balt.) skg f'd.	3,045,983	6	Jan. & July.	"	1890	....	Central of Iowa:						
Loan of 1870-'96 (stg.) skg fund.	3,788,752	6	March & Sept.	London.	1895	....	1st Mortgage, gold, \$16,000 p. m.	3,248,000	7*	Jan. & July.	New York.	1899	91
2d Mort. (N. W. Va. R. R.) assumed	485,500	6	Jan. & July.	Baltimore.	1873	99 1/2	2d Mortgage, gold, \$4,000 p. m.	812,000	7*	April & Oct.	"	1901	....
3d Mort. (N. W. Va. R. R.) assumed	140,000	6	"	"	1885	91	Central of New Jersey:						
Baltimore and Potomac:							2d (now 1st) Mortgage (balance)	170,000	7	May & Nov.	New York.	1875	100
1st Mort. (Tunnel) gold guar....	1,500,000	6*	Jan. & July.	Baltimore.	1911	....	New Mortgage for \$5,000,000....	4,824,000	7	Feb. & Aug.	"	1890	103
1st Mortgage (R. R.) gold guar....	3,500,000	6*	April & Oct.	"	1911	....	Loan of Lehigh & Nav. Co. (asu'd)	2,310,000	6	J. A. & J. O.	Philadelphia.	1897	....
Bangor and Piscataquis:							Central Ohio (B. & O.):						
1st Mortgage (Bangor loan).....	600,000	6	April & Oct.	Bangor.	1899	....	1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	85 1/2
1st Mort. (Bangor loan) extens'n	122,000	7	"	"	1901	....	Central Pacific of California:						
Bay City and East Saginaw:							1st Mortgage, 30 years bonds, gold	25,885,000	6*	Jan. & July.	New York.	'95-'99	99 1/2
1st Mort. guar. by F. & P. Mrg. Co.	100,000	10	Jan. & July.	Detroit.	1886	....	Convertible 20 years bonds, gold	1,500,000	7*	"	"	1883	....
Bedford and Bridgeport:							State Aid B'ds (Int. by State) gold	1,500,000	7*	"	"	1885	....
1st Mortgage.....	500,000	8	April & Oct.	Philadelphia.	1891	....	1st Mort. (Western Pacific) gold	2,736,000	6*	"	"	1899	....
Belfast and Moosehead Lake:							1st Mort. (Calif. & Oregon) gold	6,000,000	6*	"	"	'89-'91	....
1st Mortgage (gold).....	150,000	6	May & Nov.	Portland.	1890	....	1st Mort. (S. Fr. Okld & Ala.)....	1,500,000	8*	"	San Francisco	1890	....
Belleville and Southern Illinois:							1st Mort. (San Joaquin V. D.) gold	6,050,000	6*	April & Oct.	New York.	1900	....
1st Mort. guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1890	....	Land bonds (Cen. Pac. Co.) gold	9,163,000	6*	"	"	1890	....
Beloit and Madison (C. & N. W.):							Charleston and Savannah:						
1st Mortgage.....	338,000	7	Jan. & July.	New York.	1888	....	1st Mortgage guar. by S. Car....	505,000	6	March & Sept.	Charleston.	1877	....
Belvidere Delaware:							Funded Interest on 1st Mort....	157,400	7	"	"	1889	....
1st Mortgage (guar. by C. & )	1,000,000	6	June & Dec.	New York.	1877	92	Charlotte, Columbia & Augusta:						
2d Mortgage (A. Co. and )	499,500	6	March & Sept.	Princeton.	1885	82	1st Mortgage.....	2,100,000	7	Jan. & July.	New York.	1896	....
3d Mortgage (Penn. R. R. Co.)	746,000	6	Feb. & Aug.	"	1887	81 1/2	Chartiers:						
Blue Ridge (S. Car.):							1st Mort. guar. by Penna.....	400,000	7	April & Oct.	Philadelphia.	1901	....
1st Mortgage guar. by State, gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....	Cheraw and Darlington:						
Boston and Albany:							1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
1st Mortgage (Agricultural Br.)....	400,000	6	Jan. & July.	Boston.	1884	....	2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Chester & Chicago Br. Junction:							Cinc. & Indiana (Ind. C. & La.F.):						
1st Mort. for \$1,000,000 skg fund	\$1,000,000	10	May & Nov.	St. Louis.	1877	....	1st Mortgage guaranteed.....	\$500,000	7	June & Dec.	New York.	1892	....
Chester and Tamaroa:							2d Mortgage guaranteed.....	1,500,000	7	Jan. & July.	" "	1877-78	....
1st Mortgage.....	600,000	7*	May & Nov.	New York.	1901	....	Cinc., Richmond & Fort Wayne:						
Chester Valley:							1st Mortgage gold, guar.....	1,800,000	7*	June & Dec.	New York.	1921	....
1st Mortgage (in default).....	500,000	7	May & Nov.	Philadelphia.	1872	....	Cincinnati, Sandusky and Clev.:						
Chicago and Alton:							1st Mortgage (C. S. & C.).....	1,067,421	7	June & Dec.	New York.	1890	82 1/2
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	100 1/4	1st Mort. (San. Day. & Cin.) S.F.	988,000	6	Feb. & Aug.	Boston.	1900	....
1st Mortgage.....	2,400,000	7	Jan. & July.	" "	1893	103	1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	" "	1877	....
2d Mortgage Income.....	1,100,000	7	April & Oct.	" "	1883	94 1/2	Cincinnati and Springfield:						
1st Mort. (St. L. & C.) assumed	564,000	7	" "	" "	1894	....	1st Mortgage for \$2,000,000 (guar)	.....	7	April & Oct.	New York.	1901	....
2d Mort. " " " "	188,000	7	Jan. & July.	" "	1898	....	Cincinnati and Terre Haute:						
Chicago, Burlington and Quincy:							1st Mort. (Ind. Div.) for \$6,000,000	.....	7	" & "	New York.	1901	....
Trust Mortgage skg fund.....	2,825,000	8	Jan. & July.	New York.	1883	113	Cincinnati, Wabash and Mich.:						
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....	1st Mortgage for \$16,000 p. m....	.....	7	Jan. & July.	New York.	1891	....
Trust Mortgage (Burl. to Peoria)	400,000	7	April & Oct.	" "	1890	99	Clev., Col., Cin. & Indianapolis:						
2d Mort. (Northern Cross) gold..	941,000	4 1/2	July.	Frankfort.	1890	....	1st Mortgage sinking fund.....	2,064,000	7	May & Nov.	New York.	1899	105
Loan of 1872:							1st Mort. (C. C. and C. R. R.)..	323,000	7	June & Dec.	" "	1871-72	....
1st Mort. (Am. Cen. R.R.) guar.	738,000	8	Jan. & July.	" "	1878	....	1st Mort. (Bell. and Ind. R.R.)..	616,000	7	Jan. & July.	" "	1870-75	....
1st Mort. (Poo. & Han.) guar.....	600,000	8	" "	" "	1878	....	Clev. & Mahoning (A. & Gt. Wtn.):						
1st Mort. (Keok. & St. Paul) guar.	1,000,000	8	April & Oct.	" "	1879	....	1st Mortgage 1883.....	650,000	7	Feb. & Aug.	New York.	1873	....
1st Mort. (Dix. & Han.) guar.....	800,000	8	Jan. & July.	" "	1889	96 1/2	3d Mortgage (sinking fund) 1886	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Car. & Burl.) guar.....	600,000	8	May & Nov.	" "	1879	....	1st Mort. (Branch) 1883.....	71,000	7	Jan. & July.	" "	1873	....
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	100 1/2	Clev., Mt. Vernon and Delaware:						
1st Mort. (O. O. & Fox Rv.) guar.	1,200,000	8	" "	" "	1900	100	1st Mortgage gold.....	1,500,000	7*	Jan. & July.	New York.	1900	....
1st Mort. (Ill. Gr. Trunk) guar...	960,000	8	April & Oct.	" "	1890	101	Cleveland and Pittsburg (Pa. Co.):						
Chicago, Cincinnati and Louisv.:							2d (now 1st) Mortgage guar.....	790,500	7	March & Sept.	New York.	1873	....
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1887	....	1st Mortgage (now 2d) Mortgage guar.	1,368,000	7	May & Nov.	" "	1875	98
Chicago, Clinton & Dubuque:							4th (now 3d) Mortgage guar.....	1,096,000	6	Jan. & July.	" "	1892	82 1/2
1st Mort. guar. C. & B. & Q.....	1,500,000	8	Jan. & July.	Boston.	1896	80	Consol. sinking fund guar.....	528,000	7	May & Nov.	" "	1900	96
Chicago, Danville and Vincennes:							Colebrookdale:						
1st Mortgage (Ill. Div.) gold....	2,500,000	7*	April & Oct.	New York.	1909	90	1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
1st Mortgage (Ind. Div.) gold....	1,500,000	7*	" "	" "	1912	....	Colorado Central (3 ft. gauge):						
Chicago, Dubuque & Minnesota:							1st Mortgage.....	225,000	8	June & Dec.	Boston.	1890	....
1st Mortgage guar. \$25,000 p. m.	.....	8	June & Dec.	Boston.	1896	80	Columbus, Chicago & Ind. Cent.:						
Chicago and Illinois Southern:							1st Mortgage Consol. skg fund...	15,344,750	7	April & Oct.	New York.	1908	87 1/2
1st Mortgage for \$19,000 p. m....	.....	8	March & Sept.	New York.	1900	....	2d Mortgage Consol. skg fund...	3,679,900	7	Feb. & Aug.	" "	1900	73
Chicago and Iowa:							Columbus, Springfield and Cin.:						
1st Mortgage for \$2,200,000.....	1,750,000	8	Jan. & July.	New York.	1900	95	1st M. (assumed by Cinn., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Chicago, Iowa and Nebraska:							Columbus and Hocking Valley:						
2d Mort. (now 1st) guar. C. & N.W.	592,000	7	Jan. & July.	Boston.	1880	....	1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	....
3d Mort. (now 2d) guar. C. & N.W.	218,000	7	Feb. & Aug.	New York.	1892	....	1st Mortgage (Branch).....	200,000	7	Jan. & July.	" "	1880	....
Chicago and Northwestern:							General Mortgage.....	1,000,000	7	April & Oct.	" "	1891	....
Preferred sinking fund (193 m.)	1,245,500	7	Feb. & Aug.	New York.	1885	98	Columbus and Xenia:						
Funded coupons (193 m.).....	755,000	7	May & Nov.	" "	1883	100 1/4	1st Mortgage, guar. by Pa. Co...	302,000	6	March & Sept.	New York.	1890	....
General 1st Mortgage (193 m.)...	3,588,000	7	Feb. & Aug.	" "	1885	96 1/2	Connecticut and Tassapungue Riv.:						
Appleton Ext. (23 m. & 76,000 ac.)	182,000	7	" "	" "	1885	....	1st Mortgage sinking fund.....	448,100	6	June & Dec.	Boston.	1876	66 1/2
Green Bay Ext. (26m & 76,000 a.)	300,000	7	" "	" "	1885	....	Notes payable, conv. at par....	594,900	7	" "	" "	1876	100
Equipm't (Engs. & Cars \$400,000)	101,000	7	April & Oct.	" "	1874	....	1st Mort. (Massawippi) guar. gold	400,000	6 1/2	Jan. & July.	" "	1889	....
1st Mort. (Gal. & Chic. 248 m.)...	1,785,000	7	Feb. & Aug.	" "	1882	100	Connecticut River:						
2d Mort. (Gal. & Chic. 248 m.)...	948,000	7	May & Nov.	" "	1875	....	1st Mortgage skg fund.....	250,000	6	March & Sept.	Boston.	1875	....
Miss. Riv. Bridge (" ").....	200,000	7	Jan. & July.	" "	1884	....	Connecticut Valley:						
Elgin & State Line (" ").....	135,000	7	" "	" "	1878	....	1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1901	....
1st Mort. (Peninsula 79m. & land)	767,000	7	March & Sept.	" "	1898	....	Connecticut Western:						
Consol. skg fund (C. & N.W. R'y)	2,550,000	7	F. M. A. & N.	" "	1915	94	1st Mortgage for \$2,500,000.....	2,008,500	7	Jan. & July.	Hartford.	1890	....
Equipm't (Eng. & Cars, \$2,750,000)	275,000	10	May & Nov.	" "	1871	....	Connecting (Philadelphia):						
1st Mort. (Madison Exten.) gold.	3,150,000	7*	" "	" "	1911	....	1st Mort. A.B.C.D.E. \$200,000 each	1,000,000	6	March & Sept.	Philadelphia.	1.2.3.4.	86
1st Mort. (Menominee Exten.) gold.	2,700,000	7*	June & Dec.	" "	1911	....	Cooperstown and Susq. Valley:						
1st Mort. (Chi. & Mil. R.R.) guar.	397,000	7	May & Nov.	" "	1874	....	1st Mortgage.....	100,000	7	March & Sept.	New York.	1889	....
2d Mort. (Mil. & Chi. R.R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....	Cowanesque Valley:						
3d Mort. (" ") guar.....	10,500	7	June & Dec.	" "	1898	....	1st Mortgage gold.....	100,000	7*	Jan. & July.	New York.	1902	....
1st Mort. (Chic. & Mil. R.W.) guar.	1,135,000	7	Jan. & July.	" "	1898	93	Cumberl'd & Penn. (Consol. Coal):						
1st Mort. (Bel. & Mad. R.R.) guar.	333,000	7	" "	" "	1888	....	2d Mortgage, sinking fund.....	903,500	7	March & Sept.	New York.	1891	....
Chicago & Northern Pac. Air-L.:							Cumberland Valley:						
1st Mort. (skg fd gold \$25,000pm)	.....	7*	June & Dec.	New York.	1902	....	1st Mortgage.....	709,000	7	May & Nov.	" "	1888	....
Chicago & Mich. Lake Shore:							2d Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....
1st Mort. of Sept. 1, '69, \$16,000pm	.....	8	March & Sept.	New York.	1889	80	1st Mortgage.....	109,500	8	" "	" "	1908	....
1st Mort. of Nov. 1, '71, \$16,000pm	.....	8	May & Nov.	" "	1891	....	Plain bonds.....	81,600	6	Jan. & July.	" "	1884	....
Chicago, Omaha and St. Joseph:							Danbury and Norwalk:						
1st Mortgage for \$8,000,000.....	.....	8	April & Oct.	New York.	1901	....	1st Mortgage of July 1, 1880....	100,000	7	Jan. & July.	New York.	1880	....
Chicago and Paducah (C. B. & Q.):							1st Mortgage of July 1, 1870....	200,000	7	" "	" "	1890	....
1st Mortgage \$26,000 p. m. gold..	.....	7*	.....	Boston.	1901	....	Danv., Hazleton & Wilkesbarre:						
Chi., Pekin & Southw'n (C.B. & Q.):							1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia.	1887	83
1st Mortgage for \$1,600,000 gold.	700,000	7*	Feb. & Aug.	Boston.	1901	....	Davenport and St. Paul:						
Chicago, Rock Island and Pacific:							1st Mort. gold skg fd \$20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....	Dayton and Michigan (C.H. & D.):						
1st Mort. skg fund (C. R.I. & Pac.)	8,600,000	7	" "	" "	1896	101 1/2	1st Mortgage sinking fund guar.	2,733,000	7	Jan. & July.	New York.	1884	....
Chi. & Southw'n (C. R.I. & Pac.):							2d Mortgage, guar.....	642,000	7	March & Sept.	" "	1887	....
1st Mort. gold, tax free, guar.....	5,000,000	7*	May & Nov.	New York.	1889	107	3d Mortgage, guar.....	700,000	7	April & Oct.	" "	1888	....
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....	Toledo Depot bonds guar.....	169,500	7	March & Sept.	" "	181-94	....
Chicago & Wisconsin Midland:							Dayton and Union:						
1st Mort. g'd skg fd for \$11,000,000	.....	7*	Jan. & July.	New York.	1902	....	1st Mortgage, registered.....	140,000	7	March & Sept.	New York.	1879	....
Chicago and Superior:							2d Mortgage.....	135,000	7	June & Dec.	" "	1879	....
1st Mortgage (Mad. & Portage) g'd	600,000	7*	April & Oct.	New York.	1900	....	Income Bonds.....	252,445	6	" "	" "	1879	....

## AMERICAN RAILROAD BOND LIST.

Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Detroit, Eel River and Illinois:							Framingham and Lowell:						
1st Mortgage for \$22,000 p.m.	\$.....	8	Jan. & July.	New York.	1891	....	1st Mortgage.....	\$477,683	7	May & Nov.	Boston.	1891	....
Detroit, Hillsdale and Indiana:							Frederick and Pennsylvania Line:						
1st Mort. \$16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	....	1st Mortgage gold.....	250,000	6*	April & Oct.	Baltimore.	1900	....
2d Mortgage.....	300,000	8	Jan. & July.	"	1891	....	Galena & Chic. Union (C.&N.W.):						
Detroit, Lansing & L. Michigan:							1st Mortgage.....	1,785,000	7	Feb. & Aug.	New York.	1882	100
1st Mortgage (consolidation).....	3,000,000	8	April & Oct.	Boston.	1896	....	2d Mortgage.....	948,000	7	May & Nov.	"	1875	....
Detroit and Milwaukee:							Elgin and State Line Purchase.....	135,000	6	Jan. & July.	"	1878	....
1st Mortgage (D. & M.R.) conv.	2,500,000	8	May & Nov.	New York.	1875	....	Mississippi Bridge.....	200,000	7	"	"	1884	....
2d Mortgage ( " )	1,000,000	8	"	"	1875	....	Georgia (and Banking):						
1st Funded Coup. (D. & M.R.)	625,924	7	Jan. & July.	"	1875	....	Company bonds (debentures)...	681,000	7	Jan. & July.	Augusta.	'72-'86	....
2d Funded Coup. ( " )	375,734	7	"	"	1875	....	Gilman, Clinton & Springfield:						
Oakl. & Ottawa R. R. stg. bonds	150,867	6*	May & Nov.	London.	1873	....	1st Mortgage gold.....	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
Oakl. & Ottawa R.R. cur'y bonds	51,000	7	"	New York.	1873	....	2d Mortgage gold.....	1,000,000	8*	Jan. & July.	"	1892	....
Detr. & Pontiac R. R. bonds.....	250,000	7	"	"	1878	....	Goshen and Deckertown:						
Detr. & Pontiac R. R. bonds.....	260,000	8	Feb. & Aug.	"	1886	....	1st Mortgage.....	228,500	7	Jan. & July.	New York.	1888	....
Detroit, Mon. & Tol. (L.Sb. & M.S.)							Grand Rapids & Indiana:						
1st Mortgage Aug. 1, 1886	924,000	7	Feb. & Aug.	New York.	1876	....	1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
Dubuque and Sioux City:							1st Mort. not guar. gold, tax free	4,000,000	7*	April & Oct.	"	1890	....
1st Mortgage tax free.....	894,000	7	Jan. & July.	New York.	1883	....	Grand River Valley (Mich. C.):						
Dubuque Southwestern:							1st Mort., assumed by Lessees...	1,500,000	8	Jan. & July.	New York.	1886	....
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1883	....	2d Mortgage, guar. by Lessees...	500,000	8	March & Sept.	"	1879	99
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	"	1883	....	Grand Trunk (Ca.):						
Dunkirk, Warren and Pittsburg:							Equipment Bonds \$500,000.....	2,500,000	6*	April & Oct.	London.	....	....
1st Mortgage gold tax free.....	1,190,000	7*	June & Dec.	New York.	1900	....	Equipment Bonds No. 2 \$270,500	1,350,000	6*	"	"	....	....
Dutchess and Columbia:							Postal & Military b'ds \$1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1st Mortgage Jan. 1, 1888.....	1,500,000	7	Jan. & July.	New York.	1903	....	1st Preference Bonds \$2,838,335.	14,191,675	5*	Jan. & July.	"	....	....
East Alabama and Cincinnati:							2d Preference Bonds \$1,685,765.	8,428,825	4*	"	"	....	....
1st Mort. end \$16,000 p.m. by Ala.	.....	8	Jan. & July.	.....	1890	....	Provincial Debenture \$3,111,500	15,557,500	....	.....	Ottawa.	....	....
East Brandywine & Waynesburg:							Great Western of Canada:						
1st Mortgage.....	140,000	7	Jan. & July.	Philadelphia.	1885	....	Perpetual Debentures Stock.....	227,273	5	Jan. & July.	London.	perp.	....
2d Mortgage.....	35,000	8	"	"	1873	....	Common (Company) Bonds.....	1,384,117	4	"	"	'72-'73	....
East Pennsylvania (Ph. & Rdg.):							Common ( " ) Bonds.....	2,993,975	6	May & Nov.	"	'73-'76	....
1st Mortgage, guaranteed.....	405,000	7	March & Sept.	Philadelphia.	1888	....	Common ( " ) Bonds.....	2,662,087	5	April & Oct.	"	'77-'78	....
East Tenn. & Georgia (E.T.V. & G.):							Common ( " ) Bonds.....	4,867	5	"	"	1881	....
1st Mortgage.....	870,000	6	Jan. & July.	New York.	'76-'86	....	Common ( " ) Bonds.....	3,650,000	6	June & Dec.	"	1890	....
East Tenn. & Vir. (E.T.V. & Ga.):							Greenville and Columbia:						
1st Mortgage, endorsed.....	175,000	6	Jan. & July.	New York.	1886	....	1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	'81-'86	....
East Tennessee, Virginia & Ga.:							1st Mortgage not guaranteed....	376,766	7	"	"	'81-'86	....
1st Mort., s'ks fund for \$3 500,000	2,510,000	7	Jan. & July.	New York.	1890	....	Greenwich and Johnsonville:						
Eastern (Mass.):							1st Mortgage.....	130,000	7	May & Nov.	New York.	1889	....
English Loan, July 1, 1862.....	383,000	6*	Jan. & July.	London.	1872	....	Hackensack & New York Ext.:						
Loan of 1864-'74.....	750,000	6	Feb. & Aug.	Boston.	1874	97	1st Mortgage, \$10,700 p.m.....	300,000	7	May & Nov.	New York.	1889	....
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	....	Hannibal and Naples (T.W. & W.):						
Loan of 1865-'85.....	160,000	6	April & Oct.	"	1886	....	1st Mortgage.....	675,000	7	May & Nov.	New York.	1898	90
Loan of 1868-'88.....	500,000	6	March & Sept.	"	1888	....	2d Mortgage.....	225,000	7	Jan. & July.	"	1890	....
Loan of 1869-'89.....	1,000,000	6	May & Nov.	"	1889	95	Hannibal & Central Missouri:						
Loan of 1872-'82.....	1,500,000	7	"	"	1882	102	1st Mortgage gold, tax free.....	1,000,000	7	May & Nov.	New York.	1890	....
Eastern Shore (Md.):							2d Mortgage.....	250,000	7	Feb. & Aug.	"	1890	....
1st Mortgage.....	400,000	6	Jan. & July.	Baltimore.	1880	....	Hannibal and St. Joseph:						
2d Mortgage.....	180,000	6	April & Oct.	"	1886	....	Missouri State Loan.....	1,500,000	6	Jan. & July.	New York.	'71-'77	90
Elizabethtown and Paducah:							Missouri State Loan.....	1,500,000	6	"	"	'87-'88	....
1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	....	Six years Mortgage bonds (222m)	5,000,000	10	"	"	1872	....
Elmira and Williamsport (N. Cen.):							Five years' notes (277 m.).....	139,300	8	Various.	"	1874	....
1st Mortgage guaranteed.....	1,000,000	7	Jan. & July.	Philadelphia.	1880	94	Fifteen years' bonds (277 m.).....	3,476,000	8	March & Sept.	"	1885	89
Income Mortgage guaranteed ..	570,000	5	April & Oct.	"	1872	57	1st Mort. (Q. & Palm R.R. 15 m.)	600,000	8	Feb. & Aug.	"	1892	103
Erie Railway:							1st Mort. (K. City & Cam. R.R. 55m)	1,200,000	10	Jan. & July.	"	1886	....
1st Mortgage.....	3,000,000	7	May & Nov.	New York.	1897	103	General Land Mortgage (277 m.)	1,134,109	7	April & Oct.	"	1888	....
2d Mortgage convertible.....	4,000,000	7	March & Sept.	"	1879	96	General Mortgage conv. (277 m.)	5,600	7	Jan. & July.	"	1888	....
3d Mortgage.....	6,000,000	7	"	"	1883	94	Harlem Extension:						
4th Mortgage convertible.....	4,441,000	7	April & Oct.	"	1880	92	1st Mortgage.....	4,000,000	7	Jan. & July.	New York.	1890	....
5th Mortgage convertible.....	926,500	7	June & Dec.	"	1888	....	Harrisburg & Lancaster:						
Buffalo Branch, 1st mortgage.....	186,400	7	Jan. & July.	"	1891	....	1st Mortgage, guar. by Pa. Co...	700,000	6	Jan. & July.	Philadelphia.	1883	92
Sterling Loan (\$1,000,000) conv.	4,844,400	6*	March & Sept.	London.	1875	....	Hartford and New Haven:						
Consol. Mort. for \$30,000,000, g'd	3,000,000	7*	"	NY & London.	1920	....	1st Mortgage.....	754,000	6	Jan. & July.	Hartford.	1873	....
Erie and Louisville:							Hartford, Providence and Fishkill:						
Mortgage of 1871.....	1,000,000	7	April & Oct.	New York.	1901	....	1st Mort. (R. L. 26.32 m.) s'kg fund	481,000	7	Jan. & July.	Providence.	1876	....
Erie and Pittsburg (Penn.):							1st Mort. (Conn. 96.04 m.) s'kg f.d.	1,574,500	7	"	Hartford.	1876	....
1st Mortgage.....	372,800	7	Jan. & July.	New York.	1882	....	Holly, Wayne & Monroe (F&PM):						
2d Mortgage.....	115,200	7	March & Sept.	"	1890	....	1st Mortgage guar. tax free.....	1,000,000	8	Jan. & July.	New York.	1901	....
Consolidated Mortgage tax free.	2,039,000	7	Jan. & July.	"	1893	....	Holyoke and Westfield:						
Equipment Mortgage.....	600,000	7	April & Oct.	"	1890	....	1st Mortgage.....	200,000	7	April & Oct.	Boston.	1891	....
European & N. American (Mc.):							Housatonic:						
Bangor City Bonds (1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....	1st Mortgage sinking fund.....	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
1st L.M. (& 1st on 59, & 2d on 55m)	2,000,000	6*	March & Sept.	"	1899	87	2d Mortgage.....	100,000	7	Feb. & Aug.	"	1885	....
Evansville and Crawfordsville:							3d Mortgage of 1889.....	100,000	6	April & Oct.	"	1889	....
1st Mortgage (main line) s'kg fund	1,004,000	7	Jan. & July.	New York.	1889	....	Houston and Texas Central:						
1st Mortgage.....	150,000	7	March & Sept.	"	1889	....	1st Mortgage L.G. s'kg fund, gold.	6,520,000	7*	Jan. & July.	New York.	1891	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	"	1881	....	Hudson River (N.Y. Cen. & H.R.):						
Evansville, Henderson & Nashv.:							1st Mortgage.....	200,000	7	Feb. & Aug.	New York.	1870	....
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1897	....	2d Mortgage, sinking fund.....	1,894,000	7	June & Dec.	"	1885	107
Evansville, Terre Haute & Chi.:							3d Mortgage.....	180,000	7	May & Nov.	"	1885	....
1st Mortgage, gold.....	750,000	7*	May & Nov.	New York.	1900	....	Hudson Connecting (NY & O.Mid):						
Fall River, Warren & Providence:							1st Mortgage gold.....	400,000	7*	May & Nov.	New York.	1902	....
1st Mortgage.....	200,000	7	Jan. & July.	Providence.	1882	....	Huntingdon and Broad Top Mt.:						
Flint and Pere Marquette:							1st Mortgage gold.....	416,000	7*	April & Oct.	Philadelphia.	1890	102
Land Mort. 1st series (55,241 a.)	158,500	7	May & Nov.	New York.	1880	....	2d Mortgage.....	367,500	7	Feb. & Aug.	"	1875	85
" 2d series (92,748 a.)													



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			When.	Where.						When.	Where.		
Indianapolis, Cin. and Lafayette:							Lake Shore & Michigan So.:						
1st Mortgage (Ind. & Cin.) of 1888	\$1,589,500	7	April & Oct.	New York.	1888	....	Sinking Fund Oct. 1, 1889.....	\$1,800,000	7	April & Oct.	New York.	1879	103 1/2
1st Mortgage (L. C. & L.F.) of 1887	2,770,000	7	Feb. & Aug.	" "	1897	....	Consol. registered July 1, 1870.....	3,699,000	7	J. A. J. & O.	" "	1890	98
1st Mortgage ( " ) of 1889	1,666,000	7	June & Dec.	" "	1899	....	Consol. coupon July 1, 1870.....	1,334,000	7	Jan. & July.	" "	1890	100
Indianapolis and St. Louis:							Dividend (Lake Shore) Ap. 1, '69	1,500,000	7	April & Oct.	" "	1890	92
1st Mortgage.....	2,000,000	7	Jan. & July.	New York.	1916	....	Sunbury July 1, 1884.....	600,000	7	Jan. & July.	" "	1874	....
1st Mortgage.....	2,000,000	7	March & Sept.	" "	1916	....	Reg. Jan. 1, 1855 C.P. & A.R.R.	1,000,000	7	" "	" "	1880	95 1/2
1st Mortgage.....	2,000,000	7	April & Oct.	" "	1916	....	3d Mort. Oct. 1, '81	1,000,000	7	April & Oct.	" "	1892	96 1/2
2d Mortgage.....	1,000,000	7	" "	" "	1900	....	1st Mort. (June R.R.) Dec. 1, 1882	115,000	7	June & Dec.	" "	1877	....
Equipment Mortgage.....	500,000	8	Jan. & July.	" "	1881	....	Skag Fund July 1, 1855 C. & Tol.	2,014,000	7	Jan. & July.	" "	1885	102
Iowa Eastern:							Mort. April 1, 1886	864,000	7	April & Oct.	" "	1886	96
1st Mortgage gold.....	14,000pm	7*	Feb. & Aug.	New York.	1902	....	1st Mort. May 1, 1855 M.S. & N.L.	5,256,000	7	May & Nov.	" "	1885	105
Iowa Falls & Sioux City (Ill. Cen.):							2d Mort. Oct. 31, 1857	2,693,000	7	" "	" "	1877	100
1st Mortgage guaranteed.....	2,960,000	7	April & Oct.	New York.	1917	....	Mort. Nov. 1, 1858	100,000	7	May & Nov.	" "	1873	....
Iowa Midland (C. & N. W.):							Mort. July 1, 1862 Buff. & Erie.	200,000	7	Jan. & July.	" "	1882	98
1st Mort., \$16,000 guar.....	.....	8	Feb. & Aug.	New York.	1900	105 1/2	Mort. Sept. 1, 1866	300,000	7	March & Sept.	" "	1886	....
Ironton (Penna.):							Mort. April 1, 1868	3,000,000	7	April & Oct.	" "	1898	99 1/2
1st Mortgage.....	100,000	7	May & Nov.	Philadelphia.	1875	....	1st Mort. Aug. 1, 1856 (D.M. & Tol.)	924,000	7	Feb. & Aug.	" "	1876	....
Ithaca and Athens:							1st Mort. Sept. 1, 1869 (K. & W.P.)	400,000	7	Jan. & July.	" "	1870	....
1st Mortgage gold, skg fund....	600,000	7	Jan. & July.	New York.	1890	100	1st Mort. Oct. 1, 1867 (Sch. & Th.R.)	100,000	8	" "	" "	1887	....
Jackson, Lansing & Saginaw (MC):							1st Mort. Oct. 1, 1867 (Kal. & Sch.)	100,000	8	" "	" "	1887	....
1st Mortgage.....	1,495,000	8	Jan. & July.	New York.	1888	101 1/2	1st M. July 1, '68 (Kal. Atl. & Gr.R.)	840,000	8	" "	" "	1888	....
2d Mortgage.....	500,000	8	March & Sept.	" "	1888	....	1st Mort. July 1, 1863 (J. & Frank.)	500,000	7	" "	" "	var	....
1st Mortgage, Northern Ext....	940,000	8	May & Nov.	" "	1890	....	2d Mort. Jan. 1, 1869	500,000	7	June & Dec.	" "	1894	....
Jacksonville, Pensac. and Mobile:							Lawrence (P. Ft. W. & Chi.):						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....	1st Mortgage guaranteed.....	600,000	7	April & Oct.	Philad. lphia.	1896	....
Jamestown & Frank. (L.S. & M.S.):							Leavenworth, Lawr. & N. West'n:						
1st Mortgage guaranteed.....	496,000	7	Jan. & July.	New York.	1897	....	1st Mort. guar. by Pac. of Mo....	355,000	7	Feb. & Aug.	New York.	1899	....
2d Mortgage guaranteed.....	500,000	7	June & Dec.	" "	1894	....	Leaven. Lawrence & Galveston:						
Jefferson (Erie):							1st Mort. skg fund conv. gold...	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	89
1st Mort. (Hawley Section).....	208,000	7	Jan. & July.	New York.	1887	....	Lehigh and Lackawanna:						
2d Mort. ( " ).....	94,000	7	" "	" "	1889	....	1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
1st Mort. (Carbondale Section)...	2,000,000	7	" "	" "	1889	....	Lehigh Valley:						
Jeffersonville, Madison & Indian:							1st Mortgage (old loan).....	902,000	6	May & Nov.	Philadelphia.	1873	101 1/2
1st Mortgage consol.....	2,089,000	7	April & Oct.	New York.	1906	....	1st Mortgage (new loan) tax free	3,546,000	6	June & Dec.	" "	1898	97
2d Mortgage consol.....	2,000,000	7	Jan. & July.	" "	1910	....	2d Mortgage for \$6,000,000	4,712,000	7	March & Sept.	" "	1910	103
1st Mortgage (Ind. & Mad.) guar.	397,000	7	May & Nov.	" "	1882	....	Lexington & St. Louis (P. of Mo.)	1,000,000	6	June & Dec.	New York.	1899	....
2d Mortgage (Jeffersonville L.R.)	345,000	7	April & Oct.	" "	1873	....	1st Mortgage gold.....	1,000,000	6	June & Dec.	New York.	1899	....
Joliet and Chicago (C. & Alton):							Little Miami:						
1st Mortgage skg fund guar....	500,000	8	Jan. & July.	New York.	1882	....	1st Mortgage.....	1,474,000	6	May & Nov.	New York.	1883	....
Joliet & Northern Ind. (Mich. C.):							Street Connection Bonds.....	500,000	6	Jan. & July.	" "	1894	....
1st Mortgage guaranteed.....	800,000	8	Jan. & July.	New York.	1874	....	Little Rock and Fort Smith:						
Junction (Cin. & Indianapolis):							1st Mortgage gold.....	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	....
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1885	....	Land Grant sinking fund.....	5,000,000	7	April & Oct.	" "	1900	....
2d Mortgage.....	798,000	7	March & Sept.	" "	1893	....	Little Schuylkill (Phila. & Rdg.):						
1st Mortgage (Newcastle Br.)...	250,000	7	June & Dec.	" "	1884	....	1st Mortgage guaranteed.....	771,500	7	April & Oct.	Philadelphia.	1877	103
Junction, Philadelphia:							Logansport, Crawf. & S'wath Ind.:						
1st Mortgage guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	....	1st Mortgage gold.....	1,500,000	8*	F.M. & A. N.	New York.	1900	....
2d Mortgage not guaranteed....	300,000	6	April & Oct.	" "	1900	....	Long Br. and Sea Shore (N.J. So.):						
Junction and Breakwater:							1st Mortgage guaranteed.....	200,000	6	Jan. & July.	New York.	1889	....
1st Mort. guar. by Delaware....	400,000	6	Jan. & July.	New York.	1890	....	Long Dock (Erie):						
Kalamazoo, Allegan & Gr. Rapids:							1st Mortgage guaranteed.....	3,500,000	7	June & Dec.	New York.	1892	95 1/2
1st Mort. assumed by L.S. & M.S.:	840,000	8	Jan. & July.	New York.	1888	....	Long Island:						
Kalamazoo and Schoolcraft:							1st Mortgage main line.....	500,000	6	Jan. & July.	New York.	1875	....
1st Mort. assumed by L.S. & M.S.:	100,000	8	Jan. & July.	New York.	1887	....	1st Mortgage (Extension).....	175,000	7	Feb. & Aug.	" "	1890	....
Kalamazoo, & S. Haven (M.Cen.):							1st Mortgage (Glen Cove Br.)...	160,000	6	May & Nov.	" "	1893	....
1st Mortgage guar. by lessees...	640,000	8	May & Nov.	Boston.	1889	....	General Mortgage.....	775,000	7	" "	" "	1899	....
Kalamazoo & White Pigeon:							Louisville & Miss. Riv. (Ch. & Al):						
1st Mort. assumed by L.S. & M.S.	400,000	7	Jan. & July.	New York.	1890	....	1st Mortgage.....	4,300,000	7	Feb. & Aug.	New York.	1900	....
Kan. City, St. Jo. & Conn. Bluffs:							Louisville, Cin. and Lexington:						
1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....	1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mort. ( " ).....	150,000	10	" "	" "	1878	....	2d Mortgage for \$1,000,000.....	345,000	8	April & Oct.	" "	1900	....
1st Mort. (St. Jo. & CB. 78 m.)	1,400,000	10	March & Sept.	" "	1892	....	Louisville and Nashville:						
2d Mort. ( " ).....	539,500	8	June & Dec.	" "	1874	....	1st Mortgage (main line 135 m.)	554,000	7	Jan. & July.	New York.	73-76	91
1st Mort. (Mo. Valley 130 m.)...	1,500,000	7	Feb. & Aug.	New York.	1893	....	1st Mortgage (Memph. Br. 46.37 m.)	139,000	7	May & Nov.	" "	72-76	....
1st Mort. ( " ).....	1,000,000	7*	" "	" "	1893	....	1st Mort. (Leb. Br. Ext. 73.2 m.)	88,000	7	" "	" "	70-76	....
Consolidated Mort. (260 m.) conv.	687,000	8	March & Sept.	" "	1892	....	Consol. M. for \$8,000,000 (392 m.)	6,947,000	7	April & Oct.	" "	1898	....
Kansas City & Santa Fe (L.L. & G.):							Louis, N. Al. & St. Lo. Air-Line						
1st Mortgage guar. by Lessees...	2,000,000	10	May & Nov.	Boston.	1900	....	1st Mortgage gold, \$25,000 p. m.	2,875,000	7*	" "	New York.	1901	....
Kansas Pacific:							Macon and Augusta:						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	85	1st Mortgage end-by State of Ga.	670,000	7	Jan. & July.	New York.	78-91	....
1st Mort. (2d Div. 253.94 m.) gold	4,083,000	6*	June & Dec.	" "	1896	86	1st Mortgage not guaranteed...	100,000	7	" "	" "	1890	....
1st M. (3d Div. 244.66 m. & 3.0.0.0000)	6,500,000	7*	May & Nov.	N. Y. & Lond.	1899	102 1/2	Macon and Brunswick:						
1st Mortgage (1,000,000 acres)...	216,000	7*	March & Sept.	N. Y. & St. Lo.	1876	....	1st Mort. endorsed by Ga.....	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mortgage (2,000,000 acres) gld	1,359,000	7*	May & Nov.	N. Y. & Lond.	1880	....	1st Mort. ".....	500,000	7	May & Nov.	" "	1900	....
1st Mort. (Leavenworth Branch)	600,000	6	Jan. & July.	N. Y. & St. Lo.	1896	85	2d Mortgage.....	1,100,000	7	April & Oct.	" "	1883	....
2d Mortgage (Gov't Subsidy)...	6,303,000	6	" "	U. S. Treas.	96-97	....	Equipment Mortgage.....	150,000	7	" "	" "	1879	....
3d Mortgage (Income).....	4,275,359	7	March & Sept.	" "	1916	....	Macon and Western:						
Kent County (Del.):							1st Mortgage of Oct. 1870.....	150,000	7	April & Oct.	" "	1880	....
1st Mortgage for \$500,000.....	400,000	6	Jan. & July.	Philadelphia.	1880	85	Maine Central:						
Kentucky Central:							Consolidated Mort. for \$7,500,000	3,000,000	7	April & Oct.	Boston.	1912	100
1st Mortgage (Cov. & Lex.) 1852.	123,000	7	March & Sept.	New York.	1872	....	\$1,100,000 Loan, tax free.....	746,300	7				

## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Maryland and Delaware:							Nashville and Chattanooga:						
1st Mortgage.....	\$850,000	6	May & Nov.	Boston	1885	....	1st Mortgage, endorsed by Tenn.	\$1,546,000	6	Jan. & July.	New York.	1890	....
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....	Nashville and Decatur (L. & N. S.)						
Massillon & Cleve. (C.M. V. & D.)							1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	....
1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	....	2d Mortgage gold.....	500,000	6*	April & Oct.	Nashville.	1887	....
Mayville and Lexington:							Naugatuck:						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	....	1st Mortgage.....	112,500	7	Jan. & July.	Bridgeport.	1876	....
Memphis and Charleston:							Newark & New York (Cen. N.J.)						
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	....	1st Mortgage guar.....	600,000	7	Jan. & July.	New York.	1891	....
2d Mortgage.....	1,000,000	7	Jan. & July.	"	1883	....	Newark, Somerset & Stralistsville:						
Memphis and Little Rock:							1st Mortgage gold.....	800,000	7*	May & Nov.	New York.	1889	....
1st Mortgage.....	1,300,000	8	May & Nov.	New York.	1890	....	New Brunswick and Canada:						
Michigan Air Line:							1st Mortgage, Sterling £200,000..	972,000	6*	May & Nov.	London.	1867	....
1st Mortgage (E. Div.) \$15,000 p.m.							Newburg & New York (Erie):						
Michigan Central:							1st Mortgage for \$600,000.....						
1st Mortgage, convertible.....	563,000	8	April & Oct.	New York.	1882	....	New H. Middle't'n & Williman:						
1st Mortgage, sinking fund conv.	2,294,500	8	"	"	1882	....	1st Mortgage (coup. & reg.).....	3,000,000	7	May & Nov.	New York.	1889	....
1st Mortgage, sterling.....	467,489	6*	Jan. & July.	London.	1872	....	New Haven & Northampton:						
1st Mort. (M. Air L. W.D.) ass'd	1,900,000	8	"	"	1890	107 1/2	1st Mortgage.....	1,000,000	7	Jan. & July.	N. Y. & N. H.	1889	....
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	"	"	1886	....	Convertible.....	400,000	6	April & Oct.	"	1880	....
2d Mort. ( " ) guar.	500,000	8	March & Sept.	"	1879	99	Holyoke and Westfield bonds..	2,000,000	7	"	"	1891	....
1st Mort. (Kal. & So. Hav.) t. guar.	640,000	8	May & Nov.	"	1889	....	New Jersey See United Compan's.						
2d Mort. ( " ) guar.	70,000	8	"	"	1889	....	New Jersey Midland (N.Y. & O.M.):						
Michigan Lake Shore:							1st Mortgage gold, guar.....	3,000,000	7*	Feb. & Aug.	New York.	1895	....
1st Mortgage.....	800,000	8	Jan. & July.	New York.	1889	....	2d Mortgage currency.....	1,500,000	7	"	"	1881	....
Middletown, Unionv. & W. Gap (E):							New Jersey Southern:						
1st Mortgage tax free.....	225,000	7	May & Nov.	New York.	1886	....	1st Mortgage.....	2,000,000	7	May & Nov.	New York.	1899	81
Midland of Canada:							1st Mortgage (Tom's Riv. Br.)...	120,000	7	March & Sept.	"	1888	....
1st Mortgage sterling £235,000..	1,143,667	6*	May & Nov.	London.	1890	....	Income Mortgage.....	750,000	7	April & Oct.	"	1881	....
Midland Pacific:							New Jersey West Line:						
1st Mortgage gold, tax free.....	1,100,000	7*	Feb. & Aug.	New York.	1899	....	1st Mort. gold, for \$3,000,000....						
Milwaukee and St. Paul:							New London Northern (Vt. Cen.):						
1st Mortgage.....	5,502,000	7	Jan. & July.	New York.	1893	93	1st Mortgage.....	300,000	6	March & Sept.	New York.	1885	....
2d Mortgage.....	1,191,000	7	April & Oct.	"	1884	84 1/2	1st Mortgage.....	200,000	7	Jan. & July.	"	1888	....
1st Mortgage (E. Div. Palmer)...	791,500	8	May & Nov.	"	1874	....	Convertible.....	200,000	...	"	"	1872	....
1st Mort. (Iowa and Minn.)...	3,793,000	7	Jan. & July.	"	1897	88	N. Orleans, Jackson & Gt. North:						
1st Mortgage (Minn. Cent.)...	207,000	7	"	"	1870	90	1st Mortgage 1856.....	3,000,000	8	Jan. & July.	New York.	1886	....
1st Mortgage (Iowa & Dak.)...	1,008,000	7	"	"	1870	88	2d Mortgage 1860, for \$3,000,000.	2,000,000	8	April & Oct.	"	1890	....
1st Mortgage (P. du Chien)...	3,674,000	8	Feb. & Aug.	"	1898	107	Income Mortgage, 1870 gold...	1,000,000	8*	May & Nov.	"	1890	....
2d Mortgage (P du Chien).....	1,315,000	7.5	"	"	1898	94	N. Orleans Extension, 1870, gold	1,500,000	8*	Jan. & July.	"	1890	....
Milwaukee City Loan.....	233,000	7	March & Sept.	"	1873	....	New Orleans, Mobile and Texas:						
1st Mort. (Milw. & Wtn.).....	234,000	7	Jan. & July.	"	1891	....	1st M. (N.O. to T. 227 m) skg fd....	2,825,000	8	Jan. & July.	New York.	1915	....
Real Estate Purchase.....	148,500	7	"	"	1891	....	1st M. ( " ) gold skg fd.....	7	"	"	N.Y. or Lond.	1915	....
Milw. Manitowoc & Green Bay:							2d Mortgage, endorsed by La.....	2,825,000	8	"	"	1915	....
1st Mortgage for \$2,500,000.....		7	"	"	1891	....	New York and Boston:						
Milwaukee and Northern:							1st Mortgage gold, for \$3,000,000						
1st Mortgage for \$13,000 p.m.....		8	June & Dec.	New York.	1890	....	New York Central & Hudson R.:						
Mineral Point:							Debt Certif. (N. Y. Central)....	5,936,626	6	May & Nov.	New York.	1883	92 1/2
1st Mortgage, Dec. 21, 1868.....	320,000	10	Jan. & July.	New York.	1890	....	Bonds for debts ass'd (N.Y. Cen.)	1,514,000	7	Feb. & Aug.	"	1876	101
Minneapolis & Duluth (L.S. & M.)							Bonds for B. & N. S. t. ( " )	76,000	6	May & Nov.	"	1883	....
1st Mortgage gold, guaranteed.....	400,000	8*	Jan. & July.	New York.	1911	....	Bonds for R. R. stocks ( " )	592,000	6	"	"	1883	....
Minneapolis & St. L. (L.S. & M.)							Bonds for real estate ( " )	162,000	6	"	"	1883	....
1st Mortgage gold, guaranteed.....	700,000	7*	Jan. & July.	New York.	1911	....	Bonds of 1854 renewed ( " )	2,900,000	6	June & Dec.	"	1887	98
Minnesota and North Western:							1st Mort. (Hudson Riv.).....	200,000	7	Feb. & Aug.	"	1870	....
1st Mort. gold, skg fd & tax free	20,000 p.m	7*	Jan. & July.	New York.	1895	....	2d Mort. ( " ) S. F. ....	1,894,000	7	June & Dec.	"	1885	....
Mississippi Central:							3d Mort. ( " ) ".....	180,000	7	May & Nov.	"	1875	....
1st Mortgage.....	1,354,000	7	May & Nov.	New York.	1899-71	....	Bonds of '71, tax free (N.Y. & H.)	1,950,000	7	April & Oct.	"	1891	....
2d Mortgage.....	2,000,000	8	Feb. & Aug.	"	1875	....	New York and Harlem:						
General Mort. for \$8,000,000 gold		7*	May & Nov.	"	1912	....	1st Mortgage of 1853.....	3,000,000	7	May & Nov.	New York.	1873	102 1/2
Mississippi, Ouachita & Red Riv:							Consolidated mortgage of 1863..	1,754,000	6	Feb. & Aug.	"	1893	....
1st Mortgage gold.....	1,860,000	7*	"	"	....	....	Sinking fund mortgage of 1861.	111,850	7	Jan. & July.	"	1881	....
1st Mort. Land Grant gold.....	1,080,000	7*	"	"	....	....	Bonds of 1853, unsecured.....	106,000	7	"	"	1873	....
State (Ark.) subsidy \$10,000 p.m.	1,560,000	7	April & Oct.	"	1910	....	N. York, Housatonic & Northern:						
Mississippi and Tennessee:							1st Mortgage for \$500,000.....	161,000	7	Feb. & Aug.	New York.	1889	....
1st Mortgage of April 1, 1858....	600,000	7	April & Oct.	"	1876	....	New York and New Haven:						
Consolidated Mort. Sept. of 1866.	1,181,600	8	Jan. & July.	"	1891-93	....	1st Mortgage.....	1,059,500	7	April & Oct.	New York.	1875	....
Mississippi Valley and Western:							New York & Oswego Midland:						
1st Mortgage \$20,000 p. m.....		8	April & Oct.	New York.	1902	....	1st Mortgage gold, tax free.....	8,000,000	7	Jan. & July.	New York.	1889	....
Missouri, Iowa and Nebraska:							2d Mortgage convertible.....	2,500,000	7	May & Nov.	"	1893	85
1st Mortgage gold, sinking fund.		7*	Jun. & Dec.	....	1910	....	2d Mortgage non-convertible.....	1,500,000	7	"	"	1898	....
Missouri, Kansas and Texas:							New York, Providence & Boston:						
1st Mort. (U. Pac. S. Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1899	....	1st Mortgage.....	133,000	6	Feb. & Aug.	New York.	1873-78	....
1st Mort. (Teb. & Neosho) S. F. g'd	2,000,000	7*	June & Dec.	"	1903	....	Improvement Bonds.....	100,000	7	Jan. & July.	"	1876	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	"	1904	....	Extension Bonds.....	250,000	6	May & Nov.	"	1878-81	....
Missouri River, Ft. Scott & Gulf:							General Mort. for \$1,000,000....	616,000	7	"	"	1899	....
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	88	N. York, West Shore & Chicago:						
2d Mortgage.....	2,000,000	10	April & Oct.	N. Y. & Bost.	....	....	1st Mortgage gold, \$35,000 p. m.						
Mobile and Girard:							Niles and New Lisbon:						
1st Mortgage.....	377,500	7	Jan. & July.	New York.	1876	....	1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	....
2d Mortgage.....	300,000	7	"	"	1889	....	Norfolk County (B. H. & Erie):						
Mobile and Montgomery:							1st Mortgage, guaranteed.....	414,350	6	March & Sept.	Boston.	1854	....
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....	Norfolk & Petersburg (A.M. & O.):						
Mobile and Ohio:							1st Mortgage.....	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage Sterling.....	6,000,000	6*	May & Nov.	Mob. & Lond.	1882	....	2d Mortgage.....	157,000	7	"	"	1877	....
Interest bonds.....	804,400	8	"	"	1877	....	2d Mortgage.....	458,000	8	"	"	1893	....
Interest bonds.....	371,800	8	"	"	1883	....	North Eastern (S. Car.):						
Interest (sterling) bonds.....	755,040	6*	March	London.	1883	....	1st Mortgage of Sept. 1, 1869....	820,000	7	March & Sept.	Charleston.	1899	....
2d Mort. (Income Liquidation)...	943,121	8	March	Mobile.	1877	....	2d Mortgage of Sept. 1, 1869....	322,000	7	"	"	1899	....
Montclair (N. Y. & O. Mid.)							North Pennsylvania:						
1st Mortgage													



## AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Northern Pacific:							Perkiomen (Phila. & Rdg):						
1st Mort. on R.R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1900	100	1st Mortgage, guaranteed.....	\$619,000	6	April & Oct.	Philadelphia.	1897	84 1/2
Norwich & Worcester (B.H. & E.):							Perth Amboy & Woodbr. (C.&A.):						
1st Mort. Mass. Loan.....	\$400,000	6	Jan. & July.	Boston.	1877	....	1st Mortgage.....	100,000	6	Feb. & Aug.	New York.	1874	....
Plain bonds.....	200,000	....	"	"	1874	....	Petersburg:						
Machine shop &c., bonds.....	150,000	7	"	"	1877	....	1st Mortgage (instalments).....	341,500	8	Jan. & July.	New York.	79-188	....
Nyack and Northern:							Philadelphia and Baltimore Cent.:						
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1890	....	1st Mortgage (Penn. Div. 36 1/2 m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
Ogdensburg and Lake Champlain:							1st Mortgage (Md. Div. 9 1/2 m.)...	300,000	6	April & Oct.	"	1891	....
Equipment Mortgage.....	300,000	8	Jan. & July.	Boston.	1878	....	2d Mortgage (Pa. & Md. 46 m.)...	400,000	7	Jan. & July.	"	1900	....
Equipment Mortgage.....	200,000	8	"	"	1879	100 1/2	Philadelphia and Reading:						
Sinking Fund Bonds.....	600,000	8	March & Sept.	"	1890	....	Loan of 1868.....	1,139,500	6	Jan. & July.	Philadelphia.	1893	82
Ohio and Mississippi:							Loan of 1870, convertible.....	2,520,000	7	"	"	1890	....
1st Mortgage (E. Div.).....	2,050,000	7	Jan. & July.	New York.	1872	....	Mortgage Loan of 1857, conv.....	118,000	6	"	"	1886	....
1st Mortgage (W. Div.).....	850,000	7	"	"	1872	....	Mort. Loans of 1843-44-48 & 49.	1,521,000	6	"	"	1880	95
2d Mortgage (W. Div.).....	534,000	7	"	"	1874	....	Mortgage Loan of 1868.....	2,700,000	7	April & Oct.	"	1893	103
Income Mort. (W. Div.).....	221,500	7	April & Oct.	"	1882	84 1/2	Mortgage Loan of 1836 stg.....	182,400	5 1/2	Jan. & July.	London.	1890	....
Consolidated Mort. ....	2,761,000	7	Jan. & July.	"	1898	10	Mortgage Loan of 1843 stg.....	976,800	6 1/2	"	"	1880	....
Consolidated Mort. (sterling)...	101,850	7 1/2	"	London.	1898	....	Mortgage Loan of 1836 stg.....	110,400	7 1/2	"	"	1872	....
Oil Creek and Allegheny River:							Mortgage Loan of 1836 stg.....	177,600	7 1/2	"	"	74-77	....
1st Mortgage (O. C. R. R.).....	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	84	Consolidated Dollar coupon.....	5,500,000	7	June & Dec.	Philadelphia.	1911	101 1/2
1st Mortgage (War. & Fkin).....	580,000	7	April & Oct.	"	1882	85 1/2	Consolidated Dollar registered	1,462,000	7	"	"	1911	103 1/2
Consolidated Mortgage.....	1,100,000	7	May & Nov.	"	1888	79 1/2	Mortgage Gold or stg comp.....	4,000,000	5 1/2	"	Phil. or Lond.	1911	....
Old Colony and Newport:							June 1, 1871. Gold or stg reg.....	624,000	6 1/2	"	"	1911	....
Plain Bonds.....	1,000,000	6	March & Sept.	Boston.	1876	....	Dollar coupon.....	376,000	6	"	Philadelphia.	1911	....
Plain Bonds.....	485,000	6	April & Oct.	"	1875	....	Philadelphia, Wilmington & Balt.:						
Plain Bonds.....	1,450,000	7	Feb. & Aug.	"	1877	102	Mortgage Loan, convertible.....	345,000	6	Jan. & July.	Philadelphia.	1884	....
Omaha and Northwestern:							Loan of 1866.....	400,000	6	April & Oct.	"	1876	95
1st M. land grant, gold \$16,000pm	.....	7.3	Jan. & July.	New York.	1901	....	Loan of 1867.....	1,000,000	6	"	"	1887	....
Omaha and Southwestern:							Pickering Valley (Phila. & Rdg):						
1st Mortgage \$20,000 p. m.....	.....	8	June & Dec.	Boston.	1896	87 1/2	1st Mortgage, guaranteed.....	330,300	7	April & Oct.	Philadelphia.	1900	....
Orange, Alexandria & Manassas:							Pittsburg, Cin. & St. Louis (Pa.):						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	94	Consol. Mortgage for \$10,000,000.	6,212,000	7	Feb. & Aug.	Philadelphia.	1890	79
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	"	1875	88	1st Mort. (Steub. & Ind.) conv.....	3,000,000	6	various.	"	1884	....
3d Mort. " " " "	598,000	8	May & Nov.	Richmond.	1873	94	1st Mort. (Ct. & New York 33m) conv	775,000	7	Jan. & July.	"	1890	....
4th Mort. " " " "	574,000	8	March & Sept.	Alexandria.	1880	84	Pittsburg & Connellsville:						
Consolidated Mort. ....	1,645,500	7	Jan. & July.	New York.	1882	83	1st Mortgage of 1863, tax free.....	4,000,000	7	Jan. & July.	Baltimore.	1898	94 1/2
Orange and Newark:							2d Mort. (Balt. Loan) of 1866.....	1,000,000	6	"	"	1886	....
1st Mortgage.....	545,000	6	May & Nov.	Newark.	1881	....	1st Mort. (Turtle Cr. Div. 10 1/2 m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Osage Valley & Southern Kansas:							Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (5-20 years).....	200,000	10	Jan. & July.	New York.	1888	....	1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	104 1/2
Oshkosh & Miss. (M. & S. P.):							1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	"	1912	....
1st Mortgage.....	240,000	8	Jan. & July.	New York.	1891	....	1st Mortgage (Series C).....	875,000	7	March & Sept.	"	1912	....
Oswego and Rome (R.W. & O.):							1st Mortgage (Series D).....	875,000	7	April & Oct.	"	1912	....
1st Mortgage.....	500,000	7	May & Nov.	New York.	1916	....	1st Mortgage (Series E).....	875,000	7	May & Nov.	"	1912	....
Income Mortgage.....	112,100	6	Feb. & Aug.	"	1891	....	1st Mortgage (Series F).....	875,000	7	June & Dec.	"	1912	....
Oswego and Syracuse (D.L. & W.):							2d Mortgage (Series G).....	860,000	7	Jan. & July.	"	1912	99
1st Mortgage, guaranteed.....	183,000	7	May & Nov.	New York.	1885	....	2d Mortgage (Series H).....	860,000	7	Feb. & Aug.	"	1912	....
Ottawa, Oswego & Fox River:							2d Mortgage (Series I).....	860,000	7	March & Sept.	"	1912	....
1st Mortgage guar. by (C.B. & Q.)	1,230,000	8	Jan. & July.	Boston.	1900	100	2d Mortgage (Series J).....	860,000	7	April & Oct.	"	1912	....
Owensboro and Russellville.....	.....	8	Feb. & Aug.	New York.	1887	....	2d Mortgage (Series K).....	860,000	7	May & Nov.	"	1912	....
1st Mortgage for \$1,500,000.....	.....	8	Feb. & Aug.	New York.	1887	....	2d Mortgage (Series L).....	860,000	7	June & Dec.	"	1912	....
Pacific of Missouri (Atl. & Pac.):							3d Mortgage (Series M).....	2,000,000	7	April & Oct.	"	1912	99
1st Mortgage gold.....	7,000,000	6 1/2	Feb. & Aug.	New York.	1888	....	Bridge (O. & P. R. R.) bonds.....	153,000	7	May & Nov.	"	1876	....
2d Mortgage sinking fund.....	3,000,000	7	Jan. & July.	"	1891	83	Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	"	1874	....
Income Bonds.....	1,500,000	7	"	"	1885	....	Construction bonds of Jan. 1, 70	100,000	7	Jan. & July.	"	1877	....
St. Louis County Bonds.....	700,000	7	Monthly.	St. Louis.	1887	....	Plymouth, Kankakee & Pacific:						
1st Mort. (Lex. & St. Louis) gold	1,000,000	6 1/2	Jan. & July.	New York.	1887	....	1st Mortgage for \$3,000,000.....	.....	7	Jan. & July.	.....	1901	....
1st Mortgage (Lea. Atch. & Nev.)	500,000	7	April & Oct.	"	1889	....	Port Huron & Lake Michigan:						
Paducah and Memphis:							1st Mortgage gold, for \$1,800,000	.....	7 1/2	May & Nov.	New York.	1889	....
1st Mortgage gold for \$2,805,000.	1,071,000	7 1/2	Feb. & Aug.	New York.	1892	....	Portland & Ogdensburg (Me. & N.H.):						
Panama:							1st Mort. (Maine Section) gold.....	800,000	6 1/2	Jan. & July.	Boston.	1900	....
1st Mortgage, stg £19,350.....	93,847	7 1/2	April & Oct.	London.	1875	....	Consol. Mort. gold, for \$3,500,000	.....	6 1/2	May & Nov.	"	1901	....
General Mortgage, stg £597,800.	3,869,330	7 1/2	"	"	1897	....	Portland and Ogdensburg (Vt.):						
Paris and Decatur:							1st Mortgage gold, for \$2,300,000	.....	6 1/2	May & Nov.	Boston.	1891	....
1st Mortgage gold.....	1,200,000	7 1/2	Jan. & July.	New York.	1901	....	Portland and Oxford Central:						
Paterson and Newark (Erie):							1st Mortgage of 1863.....	250,000	6	Jan. & July.	Portland.	1883	....
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1878	....	Portland and Rochester:						
Pekin, Linc. & Decatur (T.W. & V.):							1st Mort. (Portland Loan) skg fd	700,000	6	Jan. & July.	Portland.	1887	....
1st Mortgage, guaranteed.....	1,076,000	7	Feb. & Aug.	New York.	1900	80	1st Mortgage (equal lien).....	350,000	7	April & Oct.	Boston.	1887	....
Pemberton & Hights (U.C. of N.):							2d Mort. Sept. 1, 1871 for \$450,000	.....	7	March & Sept.	"	1891	....
1st Mortgage guaranteed.....	160,000	7	Jan. & July.	Philadelphia.	1889	....	Port Royal (S. C.):						
Pemberton & N. York (N.J.S.):							1st Mortgage gold, skg fd.....	1,500,000	7 1/2	May & Nov.	N. Y. & Lond.	1889	....
1st Mortgage, guaranteed.....	500,000	7	.....	New York.	....	....	1st Mort. gold, guar. by Ga. Co.	1,000,000	7 1/2	"	"	1889	....
Peninsular Railway:							Poughkeepsie and Eastern:						
1st Mortgage gold (S.F.) 1st series	1,800,000	7 1/2	May & Nov.	N.Y. & Lond.	1899	....	1st Mort. gold, conv. & tax free.....	800,000	7 1/2	Jan. & July.	New York.	1910	....
1st Mortgage gold (S.F.) 2d series	979,000	7 1/2	"	"	1900	....	Providence and Worcester:						
Pennsylvania:							1st Mortgage.....	300,000	6	Jan. & July.	Providence.	1880	....
1st Mortgage (Harr. to Pbg).....	4,972,000	7	Jan. & July.	Philadelphia.	1880	101 1/2	Quincy, Alton and St. Louis:						
2d Mortgage ( " " " " ).....	2,594,000	6	April & Oct.	"	1875	98	1st Mortgage gold.....	850,000	7 1/2	May & Nov.	Philadelphia.	1882	....
2d Mortgage ( " " " " ) stg.....	2,282,248	6 1/2	"	London.	1875	93 1/2	Quincy and Toledo (T. W. & W.):						
General Mortgage (coup. & reg.)	18,604,500	6	J. A. J. & O.	Philadelphia.	1910	....	1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1890	....
State lien for \$17,500,000, skg fd	5,758,905	5	April & Oct.	Harrisburg.	72-90	....	Quincy & Warsaw (C. B. & Q.):						
Pennsylvania Coal:							1st Mortgage, guaranteed.....	800,000	8	Jan. &amp			

## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Rockford, R. Island & St. Louis:							St. Louis City and Pacific:						
1st Mortgage tax free.....	\$9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....	1st Mortgage gold.....	\$200,000	6*	Jan. & July.	Boston.	1898	....
Rome, Watertown & Ogdensburg:							Somerset (Me. Central):						
1st Mortgage (W. & R.) Skg Fund	799,900	7	March & Sept.	New York.	1880	....	1st Mortgage gold.....	580,000	7*	June & Dec.	Boston.	1891	....
1st Mort. (Potsdam & Watert.)	327,000	7	June & Dec.	"	'72-'74	....	South Carolina:						
Consolidated Mort. Skg Fund....	824,500	7	"	"	1891	....	1st Mortgage Sterling.....	1,407,270	5*	Jan. & July.	London.	'82-'88	....
Rondout and Oswego:							1st Mortgage (L.) currency.....	807,500	7	"	New York.	'82-'88	....
1st Mortgage, gold \$20,000 p.m.	.....	7*	Jan. & July.	New York.	1890	....	Domestic (H) Bonds.....	192,500	7	April & Oct.	Charleston.	1872	....
Rutland (Verm. Cen. & Can.):							Domestic (G) Bonds.....	342,500	6	Jan. & July.	"	'73-'74	....
Equipment Mortgage, tax free..	500,000	7	May & Nov.	Boston.	1880	60	Domestic (I) Bonds.....	1,470,000	7	April & Oct.	"	'88-'91	....
Equipment Mortgage.....	500,000	8	March & Sept.	"	1880	80	Domestic Bonds.....	76,000	6	Jan. & July.	"	'80-'92	....
Saint Croix and Penobscot:							Domestic (special) Bonds.....	71,290	7	various.	"	'72-'74	....
1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1879	....	South Florida:						
2d Mort. ( " ).....	17,500	6	"	"	1879	....	1st M. endor. by State \$16,000pm	.....	8	.....	.....	.....	....
Calais Loan (Lewey's Island)....	130,000	6	June & Dec.	"	1876	....	South Georgia & Florida (A. & G):						
St. Joseph & Denver City:							1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
1st Mort. (E. D.) gold tax free..	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1899	102	2d Mort. " " " "	200,000	7	"	"	1889	....
1st M. (W.D.) land grant, g'd tax fr	15,000pm	8*	"	"	1900	97 1/2	South Mountain Iron (Cumb. Val):						
St. Louis, Alton and Terre Haute:							1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	....
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	101	2d Mortgage for \$200,000.....	178,000	7	March & Sept.	"	1884	....
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	"	1894	....	South and North Alabama.						
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	1894	91	1st Mort. endor. by Ala. gold...	22,000 pm	8*	Jan. & July.	New York.	1890	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	1894	....	South Pacific (Atl. & Pac.)						
2d Mortgage Income (Series E)	1,700,000	7	"	"	1884	83	1st Mortgage gold, assumed....	7,189,000	6*	Jan. & July.	New York.	1888	....
Equipment Mortgage.....	300,000	10	March & Sept.	"	1894	....	South Shore (Mass.):						
St. Louis, Coun. Bluffs & Omaha:							1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	1880	....
1st Mortgage, gold \$16,000.....	.....	7*	Jan. & July.	New York.	1901	....	South Side (L. I.):						
St. Louis and Iron Mountain:							1st Mortgage, Mar. 1, 1867.....	2,250,000	7	Mar. & Sept.	New York.	1887	....
1st Mortgage.....	4,000,000	7	Feb. & Aug.	New York.	1892	95	South Side, Va. (A.M. & O.):						
St. Louis, Jacksonv. & Chic. (C. & A):							1st preferred bonds.....	675,000	8	Jan. & July.	New York.	'84-'90	....
1st Mortgage Mar. 16, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	91	2d preferred bonds.....	617,000	6	"	"	'84-'90	73
2d Mortgage May 1, 1868 guar...	548,000	7	Jan. & July.	"	1898	....	3d preferred bonds.....	448,500	6	"	"	'84-'90	....
St. Louis, Kansas City & North:							Southern Central:						
1st Mortgage (late North Mo.)...	6,000,000	7	Jan. & July.	New York.	1901	90 1/2	1st Mortgage, skg fund conv....	1,500,000	7	Jan. & July.	New York.	1900	....
St. Louis, Lawr. & Denv. (Pacific):							Southern Iowa and Cedar Rapids:						
1st Mortgage gold, guaranteed...	1,000,000	6*	Jan. & July.	New York.	1901	....	1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
St. Louis and South Eastern:							Southern Minnesota:						
1st Mort. gold skg fund conv....	2,250,000	7	May & Nov.	New York.	1894	....	1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'88	....
1st M. (Evans, D.) gold skg f'd, con	1,000,000	7	"	"	1896	....	2d Mortgage, land grant....	3,000,000	7	Jan. & July.	"	1890	....
St. Louis and St. Joseph:							Southern (Cal.) Pacific:						
1st Mortgage gold.....	1,000,000	6*	May & Nov.	New York.	1893	....	1st Mortgage gold for \$28,000,000.	5,760,000	6*	.....	.....	....	....
St. Louis, Van. & T. H. (T.H. & L.):							Southern Pennsylvania:						
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....	1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage, (A.) guaranteed....	1,600,000	7	May & Nov.	"	1898	....	2d Mortgage gold.....	88,000	7*	"	"	1880	....
2d Mortgage (B.) convertible....	1,000,000	7	"	"	1898	....	South Western (Cen. of Ga):						
Income Mortgage.....	799,000	7	March 1.	Pittsburg.	1891	....	Plain Bonds, various conv....	391,000	7	various.	Macon.	'72-'86	....
St. Paul and Chicago (M. & St. P.):							1st Mortgage (Muscoogee) conv..	300,000	7	"	"	'72-'76	....
1st M. land gr. gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....	Spartanburg and Union:						
St. Paul and Pacific 1st Division:							1st Mortgage, end. by S. Car....	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mort. (St. P. to St. Anth.) 10m.	120,000	8	March & Sept.	New York.	1892	....	1st Mortgage not endorsed.....	198,370	7	"	"	1879	....
1st Mort. (St. Paul to Wab.) 70 m.	700,000	7	Jan. & July.	"	1892	....	Springfield & Illinois S. Eastern:						
2d M. (N. Line) 80 m. & 1st land gr.	1,300,000	7	June & Dec.	"	1892	....	1st Mortgage gold, tax free....	3,400,000	7*	Feb. & Aug.	New York.	1900	....
General Mort. (R. R. & Lande)...	2,020,000	7*	Jan. & July.	"	....	....	2d Mortgage gold, tax free....	1,000,000	7*	"	"	1900	....
General Mort. (R.R. & L'ds) stg.	1,000,000	7*	"	London.	....	....	Springfield and Northwestern:						
1st M. (W. Line) R.R. & Lands...	6,000,000	7	"	New York.	....	....	1st Mortgage gold, skg fund....	20,000pm	7*	Feb. & Aug.	New York.	1901	....
2d M. (W. Line) R. R. & Lands...	3,000,000	7	"	"	....	....	Staten Island:						
St. Paul and Sioux City:							1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
1st Mortgage \$16,000 p. m.....	2,000,000	7	Jan. & July.	New York.	1896	....	Sterling Mountain:						
Land Stock on 400,000 acres....	2,400,000	8	J. A. J. & J.	"	1890	....	1st Mortgage.....	350,000	7	Jan. & July.	New York.	1874	....
St. Paul, Stillwater & Taylor's F.:							Sullivan (Verm. Central):						
1st Mortgage for \$450,000.....	.....	8	Jan. & July.	New York.	1901	....	1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....
Salem (W. Jer.):							2d Mortgage.....	250,000	6	Feb. & Aug.	"	1880	....
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	....	Sullivan and Erie:						
Salem and Lowell (B. & L.):							1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	....
1st Mortgage.....	226,936	6	Feb. & Aug.	Boston.	1878	....	Sunmit Branch:						
Sands, Mansfield & Newark (C. & O.):							1st Mortgage.....	174,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage guaranteed.....	2,625,000	7	Jan. & July.	New York.	1909	....	Sunbury and Lewiston:						
San Fran., Oakland & Alameda:							1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890	88
1st Mortgage gold.....	1,500,000	8*	Jan. & July.	New York.	....	....	Superior and St. Croix:						
Saratoga & Whitehall (R. & S.):							1st Mortgage, \$16,000 p. m....	.....	8	.....	....	....	....
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....	Superior and Northwestern:						
Savannah and Charleston:							1st Mortgage, \$16,000.....	.....	8	.....	....	....	....
1st Mortgage (Sav. & Char.) bonds	500,000	7	Jan. & July.	New York.	1889	....	Suspens. Brid. & Erie June (Erie):						
State guaranteed (C. & S.) bonds.	505,000	6	May & Nov.	Charleston.	1870	....	1st Mortgage.....	1,000,000	7	.....	New York.	....	....
Funded Interest bonds.....	187,400	7	"	"	1889	....	Sussex (N. J.):						
Savannah, Griffin & North Ala.:							1st Mortgage.....	200,000	7	April & Oct.	Sussex.	1873	....
1st Mortgage for \$500,000 guar...	152,000	7	Jan. & July.	Macon.	1891	....	Swedesboro (W. Jer.):						
Savannah and Memphis:							1st Mortgage, guaranteed.....	188,500	6	Jan. & July.	Camden.	....	....
1st Mortgage gold, endor.....	16,000pm	8*	May & Nov.	New York.	1890	....	Syracuse, Bing. & N.Y. (D.L. & W):						
Schenectady & Susq. (D. & H. Can.):							1st Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	....
1st Mortgage gold, tax free....	300,000	7*	Jan. & July.	New York.	1900	....	2d Mortgage.....	270,000	7	June & Dec.	"	1887	....
Seaboard and Roanoke:							Syracuse and Chenango Valley:						
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1800	....	1st Mort. gold, for \$500,000....	.....	7*	Feb. & Aug.	New York.	1891	....
Selma and Gulf:							Tebo and Neesho (M. K. C. & T.):						
1st M. (guar. by Ala.) \$16,000pm.	.....	8*	April & Oct.	New York.	1890	....	1st Mortgage gold, skg fund....	1,163,000	7*	June & Dec.	New York.	1903	....
Selma, Marion and Memphis:							Terre Haute & Indianapolis:						
1st M. gold gr. by Ala. \$16,000pm.	.....	8*	March & Sept.	New York.	1889	....	1st Mortgage.....	800,000	7	April & Oct.	New York.	1897	....
Selma, Rome and Dalton:							Toga:						
1st Mortgage, tax free.....	5,000,000	7	April & Oct.	New York.	1887	....	1st Mortgage.....	243,000	7	May & Nov.	New York.	1872	....
2d Mortgage.....	4,000,000	7	Jan. & July.	"	1890	....	Toledo, Peoria and Warsaw:						
Equipment Mortgage.....	280,000	10	"	"	1881	....	1st Mortgage (E. Div.) 110 m...	1,600,000	7	June & Dec.	New York.	1894	92
Shanokin Valley & Pottsville (N.C.):							1st Mortgage (W. Div.) 117 m...	1,800,000	7	Feb. & Aug.	"	1896	88
1st Mortgage, guaranteed.....	700,000	7	Feb. & Aug.	Philadelphia.	1872	....	2d Mortgage (W. Div.) 117 m...	1,300,000	7	April & Oct.	"	1886	81
Sheboygan and Fond du Lac:							Equipment Mort. sinking fund...	94,000	8	Jan. & July.	"	1879	....
1st Mortgage.....	729,000	7	June & Dec.	New York.	1884	....	Consol. Mort. 227 m. \$6,500,000.	1,406,000	7	May & Nov.	"	1910	....
1st Mortgage extension.....	694,000	8	April & Oct.	"	1896	....	1st Mortgage (Burl. Br.) 19 m...	250,000	7	June & Dec.	"	1910	87 1/2
Shenango and Allegheny:							Tom's River & Watert. (N.J. So.):						
1st Mortgage for \$1,000,000.....	638,000	7	April & Oct.	New York.	1889	....	1st Mortgage guaranteed.....	80,500	7	.....	New York.	1888	....
Shepaug Valley (Ct.):							Troy & Bennington (T. & ):						
1st Mortgage.....	350,000	7	April & Oct.	New York.	1891	....	1st Mortgage skg fund, unar...	100,600	7	Jan. & July.	Troy.	1878	....
Shore Line (N. Y. & N. H.):							Troy and Boston:						
1st Mortgage construction.....	200,000	7	March & Sept.	Boston.	1880	....	1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....
Sioux City and St. Paul:							2d Mortgage.....	300,000	7	April & Oct.	"	1885	....
1st Mortgage.....	700,000	8	May & Nov.	New York.	1901	....	3d Mortgage.....	650,000	7	May & Nov.	"	1875	....
Land Grant Mortgage gold.....	500,000	7*	Jan. & July.	"	....	....	Convertible Bonds.....	645,000	7	"	"	1882	....



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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Toledo, Wabash and Western:							Western Maryland:						
1st Mort. (Tol. & Ill. 75 m.)....	\$900,000	7	Feb. & Aug.	New York.	1890	96	1st Mortgage.....	\$400,000	6	Jan. & July.	Baltimore.	1890	91
1st M.(L.Erie, W. & St.L. 167 m.)....	2,500,000	7	"	"	1890		1st Mort. endor. by Balt.....	200,000	6	"	"	1890	95
1st Mort.(Gt.W.R.R.W.D.100m.)....	4,000	10	April & Oct.	"	1898		2d Mort. ....	300,000	6	"	"	1890	94
1st M.(Gt. W.Rwy of '59, 181m.)....	2,500,000	7	Feb. & Aug.	"	1898	95	2d Mort. endor. by Wabash Co..	300,000	6	"	"	1890	86
1st Mort. (Quincy & Tol. 34 m.)....	500,000	7	May & Nov.	"	1890		2d Mortgage preferred.....	600,000	6	"	"	1895	85
1st Mort. (Ill. & So. Iowa 42 m.)....	300,000	7	Feb. & Aug.	"	1882		3d Mortgage endor. by Balt.....	875,000	6	"	"	1900	95
2d Mort. (Tol. & Wabash 75 m.)....	1,000,000	7	May & Nov.	"	1878		Western Pacific (Gen. Pac.):						
2d Mort. (F.Wab. & Wt. 167 m.)....	1,500,000	7	"	"	1871	94	1st Mortgage assumed, gold.....	2,735,000	6	Jan. & July.	New York.	1899	
2d M.(Gt. W.Rwy of '59, 181m.)....	2,500,000	7	"	"	1893	90	Western Pennsylvania (Penn.):						
Equipment (Tol. & Wab. 75m.)....	600,000	7	"	"	1888	86	1st Mortgage (main line 67 m.)..	800,000	6	April & Oct.	Philadelphia.	1893	80
Consol. Mortgage (500 m.)....	2,700,000	7	F. M. A. & N.	"	1907	88	1st Mortgage (Pittab. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	
1st M. (Dec. & East St. L. 109m.)....	2,700,000	7	"	"	1900	88	Western Union (M. & St. P.):						
Troy, Salem & Rutland(R. & Sar.):							1st Mortgage for \$5,000,000 .....	3,275,000	7	Jan. & July.	New York.	1896	
1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1890		West Jersey:						
Troy Union (and Depot):							Loan of Mar. 1, 1863, gr. by C. & A.	400,000	6	March & Sept.	Camden.	1883	
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	New York.	1873		1st Mortgage, Jan. 1, 1866.....	1,000,000	6	Jan. & July.	"	1896	97
2d Mortgage, guaranteed.....	180,000	6	"	"	1878		Consolidated mort. Apr. 1, 1869.	998,000	7	April & Oct.	"	1899	101
Tuckerton:							West Wisconsin:						
1st Mortgage.....	400,900	7	April & Oct.	Philadelphia.	1901		1st Mort. land gr., gold skg fund	4,000,000	7	Jan. & July.	N.Y. or Lond.	1896	
Union Pacific:							Whitehall & Plattsburg (M. & P.):						
1st Mortgage gold, tax free.....	27,237,000	6	Jan. & July.	N. Y. & Bost.	'96-'99	89	1st Mortgage.....	250,000	6	Jan. & July.	Philadelphia.	1888	
2d Mortgage (Gov. subsidy).....	27,236,000	6	"	"	'96-'99		Wicomico and Pocomoke:						
1st Mort. Land Grant.....	9,193,000	7	April & Oct.	"	1859	77	1st Mortgage.....	200,000	7	Jan. & July.	New York.	1873	
Income Mortgage.....	10,000,000	10	March & Sept.	"	1874	80	Williamston and Tarboro':						
Omaha Bridge B'ds, stg \$250,000	2,500,000	8	April & Oct.	London.	1896		1st Mortgage.....	350,000	8	May & Nov.	New York.	1900	
Union Pacific (Central Div.):							Wilmington, Colum. & Augusta:						
1st Mortgage gold, tax free.....	1,600,000	6	May & Nov.	New York.	1896		1st Mortgage.....	3,200,000	7	June & Dec.	Baltimore.	1900	
2d Mortgage (Gov. subsidy)....	1,600,000	6	Jan. & July.	"	'96-7-8		Wilm., Charlotte & Rutherford:						
Union Pacific, S. Br. (M.K. & T.):							1st mortgage.....	1,500,000	8	Jan. & July.	New York.	1897	
1st Mortgage gold, skg fund.....	3,595,000	6	Jan. & July.	New York.	1899		1st Mortgage, endor. by N. Car.	1,000,000	8	"	"	1897	
Union & Titusville(O.C. & A.Riv.):							Wilmington and Reading:						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890		1st Mortgage.....	1,250,000	7	April & Oct.	Philadelphia.	1900	97
United Companies of New Jer.:							2d Mortgage coupon or regis...	723,600	7	Jan. & July.	"	1902	85
Sinking Fund sterling \$262,000.	1,268,080	6	Jan. & July.	London.	1880		Wilmington and Weldon:						
Loan of 1875 (Joint Companies)	675,000	6	April & Oct.	Philadelphia.	1875		Sterling Bonds.....	648,700	6	Jan. & July.	London.	1881	
Loan of 1876 (New Jersey Co.)	300,000	6	Feb. & Aug.	New York.	1875		Currency Bonds .....	221,400	7	May & Nov.	"	1882	
Loan of 1883 (" "													

## RAILROAD SHARE LIST, INCLUDING MILEAGE, DEBTS, INCOME, DIVIDENDS, &amp;c., &amp;c.

An asterisk (\*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running date (—) signifies "not ascertained."

Abstract of General Balance Sheet.													Value of Shares.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
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1871	1871	1872	1873	1874	1875	1876	1877	1878	1879	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896	1897	1898	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317	2318	2319	2320	2321	2322	2323	2324	2325	2326	2327	2328	2329	2330	2331	2332	2333	2334	2335	2336	2337	2338	2339	2340	2341	2342	2343	2344	2345	2346	2347	2348	2349	2350	2351	2352	2353	2354	2355	2356	2357	2358	2359	2360	2361	2362	2363	2364	2365	2366	2367	2368	2369	2370	2371	2372	2373	2374	2375	2376	2377	2378	2379	2380	2381	2382	2383	2384	2385	2386	2387	2388	2389	2390	2391	2392	2393	2394	2395	2396	2397	2398	2399	2400	2401	2402	2403	2404	2405	2406	2407	2408	2409	2410	2411	2412	2413	2414	2415	2416	2417	2418	2419	2420	2421	2422	2423	2424	2425	2426	2427	2428	2429	2430	2431	2432	2433	2434	2435	2436	2437	2438	2439	2440	2441	2442	2443	2444	2445	2446	2447	2448	2449	2450	2451	2452	2453	2454	2455	2456	2457	2458	2459	2460	2461	2462	2463	2464	2465	2466	2467	2468	2469	2470	2471	2472	2473	2474	2475	2476	2477	2478	2479	2480	2481	2482	2483	2484	2485	2486	2487	2488	2489	2490	2491	2492	2493	2494	2495	2496	2497	2498	2499	2500	2501	2502	2503	2504	2505	2506	2507	2508	2509	2510	2511	2512	2513	2514	2515	2516	2517	2518	2519	2520	2521	2522	2523	2524	2525	2526	2527	2528	2529	2530	2531	2532	2533	2534	2535	2536	2537	2538	2539	2540	2541	2542	2543	2544	2545	2546	2547	2548	2549	2550	2551	2552	2553	2554	2555	2556	2557	2558	2559	2560	2561	2562	2563	2564	2565	2566	2567	2568	2569	2570	2571	2572	2573	2574	2575	2576	2577	2578	2579	2580	2581	2582	2583	2584	2585	2586	2587	2588	2589	2590	2591	2592	2593	2594	2595	2596	2597	2598	2599	2600	2601	2602	2603	2604	2605	2606	2607	2608	2609	2610	2611	2612	2613	2614	2615	2616	2617	2618	2619	2620	2621	2622	2623	2624	2625	2626	2627	2628	2629	2630	2631	2632	2633	2634	2635	2636	2637	2638	2639	2640	2641	2642	2643	2644	2645	2646	2647	2648	2649	2650	2651	2652	2653	2654	2655	2656	2657	2658	2659	2660	2661	2662	2663	2664	2665	2666	2667	2668	2669	2670	2671	2672	2673	2674	2675	2676	2677	2678	2679	2680	2681	2682	2683	2684	2685	2686	2687	2688	2689	2690	2691	2692	2693	2694	2695	2696	2697	2698	2699	2700	2701	2702	2703	2704	2705	2706	2707	2708	2709	2710	2711	2712	2713	2714	2715	2716	2717	2718	2719	2720	2721	2722	2723	2724	2725	2726	2727	2728	2729	2730	2731	2732	2733	2734	2735	2736	2737	2738	2739	2740	2741	2742	2743	2744	2745	2746	2747	2748	2749	2750	2751	2752	2753	2754	2755	2756	2757	2758	2759	2760	2761	2762	2763	2764	2765	2766	2767	2768	2769	2770	2771	2772	2773	2774	2775	2776	2777	2778	2779	2780	2781	2782	2783	2784	2785	2786	2787	2788	2789	2790	2791	2792	2793	2794	2795	2796	2797	2798	2799	2800	2801	2802	2803	2804	2805	2806	2807	2808	2809	2810	2811	2812	2813	2814	2815	2816	2817	2818	2819	2820	2821	2822	2823	2824	2825	2826	2827	2828	2829	2830	2831	2832	2833	2834	2835	2836	2837	2838	2839	2840	2841	2842	2843	2844	2845	2846	2847	2848	2849	2850	2851	2852	2853	2854	2855	2856	2857	2858	2859	2860	2861	2862	2863	2864	2865	2866	2867	2868	2869	2870	2871	2872	2873	2874	2875	2876	2877	2878	2879	2880	2881	2882	2883	2884	2885	2886	2887	2888	2889	2890	2891	2892	2893	2894	2895	2896	2897	2898	2899	2900	2901	2902	2903	2904	2905	2906	2907	2908	2909	2910	2911	2912	2913	2914	2915	2916	2917	2918	2919	2920	2921	2922	2923	2924	2925	2926	2927	2928	2929	2930	2931	2932	2933	2934	2935	2936	2937	2938	2939	2940	2941	2942	2943	2944	2945	2946	2947	2948	2949	2950	2951	2952	2953	2954	2955	2956	2957	2958	2959	2960	2961	2962	2963	2964	2965	2966	2967	2968	2969	2970	2971	2972	2973	2974	2975	2976	2977	2978	2979	2980	2981	2982	2983	2984	2985	2986	2987	2988	2989	2990	2991	2992	2993	2994	2995	2996	2997	2998	2999	3000
Lawrence	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth	Leavenworth																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									



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Sept. 30, 1871	48.4	1.0	33.1	23.1	24	6	616	Providence and Worcester, R. I. & Mass.	1,674,045	557,747	138,703	121,493	2,000,000	300,000	110,094	51,892	45,672	1,398,891	452,266	829,219	305,513	100
May 31, 1871	97.0	4.8	20.0	12.0	7	1	94	Bath and Bangor, Me.	1,500,000	107,600	107,600	122,082	2,000,000	300,000	110,094	51,892	45,672	1,398,891	452,266	829,219	305,513	100
Nov. 30, 1871	40.0	8.9	2.2	10.7	36	69	17	Reading and Augusta Air-Line, N. Car.	1,137,500	220,583	220,583	220,583	2,000,000	300,000	110,094	51,892	45,672	1,398,891	452,266	829,219	305,513	100
Sept. 30, 1871	40.0	8.9	2.2	10.7	36	69	17	Reading and Augusta Air-Line, N. Car.	1,137,500	220,583	220,583	220,583	2,000,000	300,000	110,094	51,892	45,672	1,398,891	452,266	829,219	305,513	100
Sept. 30, 1871	40.0	8.9	2.2	10.7	36	69	17	Reading and Augusta Air-Line, N. Car.	1,137,500	220,583	220,583	220,583	2,000,000	300,000	110,094	51,892	45,672	1,398,891	452,266	829,219	305,513	100
Sept. 30, 1871	40.0	8.9	2.2	10.7	36	69	17	Reading and Augusta Air-Line, N. Car.	1,137,500	220,583	220,583	220,583	2,000,000	300,000	110,094	51,892	45,672	1,398,891	452,266	829,219	305,513	100
Sept. 30, 1871	40.0	8.9	2.2	10.7	36	69	17	Reading and Augusta Air-Line, N. Car.	1,137,500	220,583	220,583	220,583	2,000,000	300,000	110,094	51,892	45,672	1,398,891	452,266	829,219	305,513	100
Sept. 30, 1871	40.0	8.9	2.2	10.7	36	69	17	Reading and Augusta Air-Line, N. Car.	1,137,500	220,583	220,583	220,583	2,000,000	300,000	110,094	51,892	45,672	1,398,891	452,266	829,219	305,513	100
Sept. 30, 1871	40.0	8.9	2.2	10.7	36	69	17	Reading and Augusta Air-Line, N. Car.	1,137,500	220,583	220,583	220,583	2,000,000	300,000	110,094	51,892	45,672	1,398,891	452,266	829,219	305,513	100
Sept. 30, 1871	40.0	8.9	2.2	10.7	36	69	17	Reading and Augusta Air-Line, N. Car.	1,137,500	220,583	220,583	220,583	2,000,000	300,000	110,094	51,892	45,672	1,398,891	452,266	829,219	305,513	100
Sept. 30, 1871	40.0	8.9	2.2	10.7	36	69	17	Reading and Augusta Air-Line, N. Car.	1,137,500	220,583	220,583	220,583	2,000,000	300,000	110,094	51,892	45,672	1,398,891	452,266	829,219	305,513	100
Sept. 30, 1871	40.0	8.9	2.2	10.7	36	69	17	Reading and Augusta Air-Line, N. Car.	1,137,500	220,583	220,583	220,583	2,000,000	300,000	110,094	51,892	45,672	1,398,891	452,266	829,219	305,513	100
Sept. 30, 1871	40.0	8.9	2.2	10.7	36	69	17	Reading and Augusta Air-Line, N. Car.	1,137,500	220,583	220,583	220,583	2,000,000	300,000	110,094	51,892	45,672	1,398,891	452,266	829,219	305,513	100
Sept. 30, 1871	40.0	8.9	2.2	10.7	36	69	17	Reading and Augusta Air-Line, N. Car.	1,137,500	220,583	220,583	220,583	2,000,000	300,000	110,094	51,892	45,672	1,398,891	452,266	829,219	305,513	100
Sept. 30, 1871	40.0	8.9	2.2	10.7	36	69	17	Reading and Augusta Air-Line, N. Car.	1,137,500	220,583	220,583	220,583	2,000,000	300,000	110,094	51,892	45,672	1,398,891	452,266	829,219	305,513	100
Sept. 30, 1871	40.0	8.9	2.2	10.7	36	69	17	Reading and Augusta Air-Line, N. Car.	1,137,500	220,583	220,583	220,583	2,000,000	300,000	110,094	51,892	45,672	1,398,891	452,266	829,219	305,513	100
Sept. 30, 1871	40.0	8.9	2.2	10.7	36	69	17	Reading and Augusta Air-Line, N. Car.	1,137,500	220,583	220,583	220,583	2,000,000	300,000	110,094	51,892	45,672	1,398,891	452,266	829,219	305,513	100
Sept. 30, 1871	40.0	8.9	2.2	10.7	36	69	17	Reading and Augusta Air-Line, N. Car.	1,137,500	220,583	220,583	220,583	2,000,000	300,000	110,094	51,892	45,672	1,398,891	452,266	829,219	305,513	100
Sept. 30, 1871	40.0	8.9	2.2	10.7	36	69	17	Reading and Augusta Air-Line, N. Car.	1,137,500	220,583	220,583	220,583	2,000,000	300,000	110,094	51,892	45,672	1,398,891	452,266	829,219	305,513	100
Sept. 30, 1871	40.0	8.9	2.2	10.7	36	69	17	Reading and Augusta Air-Line, N. Car.	1,137,500	220,583	220,583	220,583	2,000,000	300,000	110,094	51,892	45,672	1,398,891	452,266	829,219	305,513	100
Sept. 30, 1871	40.0	8.9	2.2	10.7	36	69	17	Reading and Augusta Air-Line, N. Car.	1,137,500	220,583	220,583	220,583	2,000,000	300,000	110,094	51,892	45,672	1,398,891	452,266	829,219	305,513	100
Sept. 30, 1871	40.0	8.9	2.2	10.7	36	69	17	Reading and Augusta Air-Line, N. Car.	1,137,500	220,583	220,583	220,583	2,000,000	300,000	110,094	51,892	45,672	1,398,891	452,266	829,219	305,513	100
Sept. 30, 1871	40.0	8.9	2.2	10.7	36	69	17	Reading and Augusta Air-Line, N. Car.	1,137,500	220,583	220,583	220,583	2,000,000	300,000	110,094	51,892	45,672	1,398,891	452,266	829,219	305,513	100
Sept. 30, 1871	40.0	8.9	2.2	10.7	36	69	17	Reading and Augusta Air-Line, N. Car.	1,137,500	220,583	220,583	220,583	2,000,000	300,000	110,094	51,892	45,672	1,398,891	452,266	829,219	305,513	100
Sept. 30, 1871	40.0	8.9	2.2	10.7	36	69	17	Reading and Augusta Air-Line, N. Car.	1,137,500	220,583	220,583	220,583	2,000,000	300,000	110,094	51,892	45,672	1,398,891	452,266	829,219	305,513	100
Sept. 30, 1871	40.0	8.9	2.2	10.7	36	69	17	Reading and Augusta Air-Line, N. Car.	1,137,500	220,583	220,583	220,583	2,000,000	300,000	110,094	51,892	45,672	1,398,891	452,266	829,219	305,513	100
Sept. 30, 1871	40.0	8.9	2.2	10.7	36	69	17	Reading and Augusta Air-Line, N. Car.	1,137,500	220,583	220,583	220,583	2,000,000	300,000	110,094	51,892	45,672	1,398,891	452,266	829,219	305,513	100
Sept. 30, 1871	40.0	8.9	2.2	10.7	36	69	17	Reading and Augusta Air-Line, N. Car.	1,137,500	220,583	220,583	220,583	2,000,000	300,000	110,094	51,892	45,672	1,398,891	452,266	829,219	305,513	100
Sept. 30, 1871	40.0	8.9	2.2	10.7	36	69	17	Reading and Augusta Air-Line, N. Car.	1,137,500	220,583	220,583	220,583	2,000,000	300,000	110,094	51,892	45,672	1,398,891	452,266	829,219	305,513	100
Sept. 30, 1871	40.0	8.9	2.2	10.7	36	69	17	Reading and Augusta Air-Line, N. Car.	1,137,500	220,583	220,583	220,583	2,000,000	300,000	110,094	51,892	45,672	1,398,891	452,266	829,219	305,513	100
Sept. 30, 1871	40.0	8.9	2.2	10.7	36	69	17	Reading and Augusta Air-Line, N. Car.	1,137,500	220,583	220,583	220,583	2,000,000	300,000	110,094	51,892	45,672	1,398,891	452,266	829,219	305,513	100
Sept. 30, 1871	40.0	8.9	2.2	10.7	36	69	17	Reading and Augusta Air-Line, N. Car.	1,137,500	220,583	220,583	220,583	2,000,000	300,000	110,094	51,892	45,672	1,398,891	452,266	829,219	305,513	100
Sept. 30, 1871	40.0	8.9	2.2	10.7	36	69	17	Reading and Augusta Air-Line, N. Car.	1,137,500	220,583	220,583	220,583	2,000,000	300,000	110,094	51,892	45,672	1,398,891	452,266	829,219	305,513	100
Sept. 30, 1871	40.0	8.9	2.2	10.7	36	69	17	Reading and Augusta Air-Line, N. Car.	1,137,500	220,583	220,583	220,583	2,000,000	300,000	110,094	51,892	45,672	1,398,891	452,266	829,219	305,513	100
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Sept. 30, 1871	40.0	8.9	2.2	10.7	36	69	17	Reading and Augusta Air-Line, N. Car.	1,137,500	220,583	220,583	220,583	2,000,000	300,000	110,094	51,892	45,672	1,398,891	452,266	829,219	305,513	100
Sept. 30, 1871	40.0	8.9	2.2	10.7	36	69	17	Reading and Augusta Air-Line, N. Car.	1,137,500	220,583	220,583	220,583	2,000,000	300,000	110,094	51,892	45,672	1,398,891	452,266	829,219	305,513	100
Sept. 30, 1871	40.0	8.9	2.2	10.7	36	69	17	Reading and Augusta Air-Line, N. Car.	1,137,500	220,583	220,583	220,583	2,000,000	300,000	110,094	51,892	45,672	1,398,891	452,266	829,219	305,513	100
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Sept. 30, 1871	40.0	8.9	2.2	10.7	36	69	17	Reading and Augusta Air-Line, N. Car.	1,137,500	220,583	220,583	220,583	2,000,000	300,000	110,094	51,892	45,672	1,398,891	452,266	829,219	305,513	100
Sept. 30, 1871	40.0	8.9	2.2	10.7	36	69	17	Reading and Augusta Air-Line, N. Car.	1,137,500	220,583	220,583	220,583	2,000,000	300,000	110,094	51,892	45,672	1,398,891	452,266	829,219	305,513	100
Sept. 30, 1871	40.0	8.9	2.2	10.7	36	69	17	Reading and Augusta Air-Line, N. Car.	1,137,500	220,583	220,583	220,583	2,000,000	300,000	110,094	51,892	45,672	1,398,891	452,266	829,219	305,513	100
Sept. 30, 1871	40.0	8.9	2.2	1																		



## REFERRED &amp; GUARANTEED STOCKS

(Marked with an asterisk (\*) are guaranteed by lessees and thus (t) have equal dividends with lessees' stock.)

COMPANIES.	Amount outstanding.	Rate.	Div'ds Paid.	Market Price.
<b>RAILROAD STOCKS:</b>				
Atlantic & Gt. West'n (O. D.) pref.	\$1,919,000	7	...	...
Atlantic and St. Lawrence* guar.	2,494,000	4	4	...
Baltimore and Ohio, pref.	3,000,000	6	6	160
Berkshire, * guaranteed.	600,000	7	7	...
Blossburg and Corning* guar.	250,000	5	5	...
Boston, Concord and Montreal, pref.	1,340,000	6	86	...
Buffalo, N. York and Erie, * guar.	950,000	7	74	...
Camden and Atlantic, pref.	753,695	7	76	...
Catawissa, * pref. and guar.	2,200,000	7	113	...
Cayuga and Susquehanna, * guar.	589,110	...	9	...
Cedar Rapids & Missouri, * preferred and guaranteed.	755,000	7	7	...
Central (Ohio), preferred.	400,000	7	7	35
Chemung, * guar.	380,000	8	6	...
Cheshire, preferred.	2,017,815	7	3	79
Chicago and Alton, pref.	2,425,400	7	10	114
Chicago, Iowa and Nebraska, * guar.	2,600,000	...	10	...
Chicago and Northwestern, pref.	20,370,293	7	7	87
Cleveland and Mahoning, * guar.	2,056,000	7	7	...
Cleveland and Toledo, * guar.	6,250,000	...	34	...
Cochecho, preferred.	177,750	8	...	...
Connecticut and Passumpsic Rivers, preferred.	1,822,100	6	6	91
Cumberland Valley, 1st pref.	241,900	8	8	114
"    2d pref.	242,000	8	8	...
Delaware, * guaranteed.	594,261	6	6	...
Detroit & Milwaukee, * preferred and guaranteed.	1,500,000	6	...	...
Dubuque and Sioux City, * preferred and guaranteed.	1,988,170	7	7	97
Dubuque Southwestern, pref.	330,208	7	7	...
Eastern (N. H.), * guaranteed.	492,500	8	8	...
Elmira, Jefferson and Canandaigua, * guaranteed.	500,000	5	5	...
Elmira and Williamsport, * guar.	500,000	5	5	...
Elmira and Williamsport, * preferred and guaranteed.	500,000	7	7	84
Erie, preferred.	6,536,910	7	7	74
Evansville and Crawfordville pref.	100,000	...	...	...
Hannibal and St. Joseph, pref.	5,078,224	...	58	...
Harrisburg and Lancaster, * guar.	1,182,550	7	7	...
Housatonic, preferred.	1,180,000	8	4	...
Huntingdon & Broad Top Mountain, preferred.	190,750	7	34	26
Joliet and Chicago, * guar.	1,500,000	7	7	...
Joliet and Northern Indiana, * guar.	300,000	8	8	...
Lackawanna and Bloomsburg, pref.	500,000	7	...	...
Leds and Farmington, * guar.	...	5	...	...
Little Schuylkill, * guar.	2,646,100	7	7	...
Louisville, Cincinnati and Lexington preferred.	848,700	9	9	87
Marietta and Cincinnati, 1st pref.	6,586,135	8	...	25
"    2d pref.	4,051,744	8	...	13
Manchester and Lawrence*	1,000,000	...	9	...
Michigan Southern, guaranteed.	586,900	10	10	...
Mill Creek and Mine Hill, * guar.	323,375	10	10	...
Milwaukee and St. Paul, preferred.	9,744,268	7	...	76
Mine Hill and Schuylkill Haven, * guaranteed.	3,775,000	8	8	...
Mount Carbon & Pt. Carbon, * guar.	282,250	12	12	...
New Haven and Northampton	1,344,000	...	2	...
New York and Harlem, pref.	1,500,000	8	8	130
Niagara Bridge and Canandaigua, * guar.	1,000,000	6	6	...
North Eastern (S. C.), preferred.	155,000	8	8	...
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	99
Ohio and Mississippi, pref.	3,500,000	7	7	75
Paterson and Hudson, * guar.	630,000	8	8	...
Paterson and Ramapo, * guar.	248,000	...	5	...
Peoria and Bureau Valley, * guar.	1,200,000	...	6	...
Philadelphia and Erie, *	5,996,700	...	...	...
Philadelphia and Reading, pref.	1,551,900	...	10	...
Philadelphia and Trenton, * guar.	1,099,720	...	10	...
Pittsfield and North Adams, * guar.	450,700	6	6	...
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	...
Portland, Saco & Portsmouth, * guar.	1,500,000	6	6	...
Portsmouth and Concord	350,000	7	7	...
Richmond, Fredericksb. & Potomac, guaranteed.	142,900	7	7	...
Rochester and Genesee Valley*	567,500	...	7	...
Rutland, preferred.	...	7	7	58
St. Louis, Alton and T. H., pref.	2,040,000	7	7	45
Sandusky and Cincinnati, pref.	445,575	6	6	48
Schuylkill Valley, * guar.	676,000	5	5	...
Shamokin Valley & Pottsville, * guar.	899,450	5	5	...
Tol. Peoria & Warsaw 1st pref.	1,700,000	7	...	...
"    2d pref.	1,309,000	7	...	...
Toledo, Wabash and Western, pref.	1,000,000	7	7	90
Troy and Greenbush, * guar.	274,000	7	7	...
Vermont and Canada, * guar.	2,500,000	8	8	...
Warren, * guar.	1,408,300	7	7	...
White Mountains, * guar.	200,000	5	5	...
Wrightv. York & Gettysburg, * pref.	137,050	...	2	...
<b>CANAL STOCKS:</b>				
Delaware Division, * guar.	1,633,350	8	8	...
Morris, preferred.	1,175,000	10	10	121
Schuylkill Navigation, pref.	2,888,997	6	6	30
Union, preferred.	...	8	...	14
<b>MISCELLANEOUS STOCKS:</b>				
Chamberland Coal, pref.	...	6	...	...
Mariposa Mining, pref.	5,774,400	7	7	44

## WHOLESALE PRICE CURRENT.

<b>IRON—DUTY:</b> Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1½ cents per lb.; Pig, 7¢ per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, 8¢; Scrap Wrought, 8¢ per ton—all less 10 per cent. No Bar Iron to pay a less duty than 85 per cent. ad val.	
Pig, Scotch—Coltness.....per ton 60 — @ —	
Gartsherric.....55 — @ 50 —	
Glenarnock.....54 — @ 55 —	
Eglinton.....52 — @ 52 50	
Pig, American, No. 1.....53 — @ 55 —	
Pig, American, No. 2.....50 — @ 52 —	
Pig, American, Forge.....42 — @ 47 —	
Bar, Refined, English and American.....115 — @ 120 —	
Bar, Swedes, assorted sizes.....(gold) 120 — @ 130 —	
<b>STORE PRICES.</b>	
Bar, Swedes, 1½ x 1½ to 1½ x 1½ sq. 1½ to 5½ to 1½ to 2 sq. 6 to 12 x 1½ to 1½ to 6 in. Bar, Refined, 1½ to 2 in. rd. & sq. 1 to 6 in. x 1 to 1 in. Bar, Refined, 1½ to 6 by 1½ & 5-16 in. Bar, Refined, 1½ by 1½ & 5-16. Large Rounds, 2½ to 2½ to 3½ to 4 in. Scroll.....140 — @ 170 —	
Ovals and Half-round.....140 — @ 190 —	
Band, 1 to 6 in. by 3-16 to No. 12.....135 — @ 140 —	
Horse Shoe.....130 — @ 140 —	
Koda, #3-16 inch.....125 — @ 165 —	
Hoop, # by No. 22 to 1½ by 13 & 14.....145 — @ 190 —	
Nail Rod.....per lb. — @ — 9	
Sheet, Russia, as to assortment.....(gold) 17 — @ 17 —	
Sheet, Single D. and T. Common.....7½ — @ 8½	
Sheet, Doubles and Trebles, Charcoal.....8½ — @ — 9	
Sheet, Galvanized.....List. 15 per ct. disc.	
Rails, English.....(gold).....per ton. 73 — @ 74 —	
Rails, American, at Works in Penna. c'y. 85 — @ —	
Anvils, (Engle).....per lb. currency. — 9 — @ —	
<b>STEEL—DUTY:</b> Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11½ cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad val., all less 10 per cent. (Store prices.)	
English, Cast (2d and 1st quality).....per lb. — 16½ — @ — 20	
English Spring (2d and 1st quality).....— 9½ — @ — 10½	
English Blister (2d and 1st quality).....— 11½ — @ — 16	
English Machinery.....— 11½ — @ — 13½	
English German (2d and 1st quality).....— 11½ — @ — 12	
American Blister.....— — @ — 11½	
American, Cast, Tool.....— — @ — 17	
American, Spring.....— — @ — 11	
American Machinery.....— — @ — 11½	
American German.....— 9 — @ —	
<b>NAILS—DUTY:</b> Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.	
10d. to 6d. Common.....per keg — @ — 6 —	
8d. and 9d. ".....— — @ — 6 25	
6d. and 7d. ".....— — @ — 6 50	
4d. and 5d. ".....— — @ — 6 75	
3d. ".....— — @ — 7 50	
Cut, 2d and 3d. Fine.....— — @ — 8 25	
4d. and 4½d. Sugar Box.....— — @ — 7	
Cut Spikes, all sizes.....— — @ — 6 25	
Horse Shoe, Forged (No. 10 to 5).....per lb. — 21 — @ — 33	
Copper.....— — @ — 45	
Yellow Metal Sheathing and Slatting.....— 27 — @ — 30	
<b>TIN—DUTY:</b> Pig, Bars and Block, 7½¢; Plate and Sheets and Terne Plates, 15 per cent. ad val.	
Banca.....(gold).....per lb. — @ — 38	
Straits.....(gold).....— — @ — 33½	
English.....(gold).....— 33 — @ — 33½	
Plates—Fair to good brands.....Gold.....Currency.....	
I. C. Charcoal.....per box 12 50 @ 13 75 14 50 @ 15 —	
I. C. Coke.....11 50 @ — 13 — @ 13 50	
Coke Terne.....10 — @ 11 — 11 50 @ 12 50	
Charcoal Terne.....11 25 @ 11 50 13 — @ 13 25	
<b>PETROLEUM—DUTY:</b> Crude, 20 cents; Refined 40 cents per gallon.	
Crude, 40 @ 48 gravity (in bulk).....— 13½ — @ —	
Crude, 40 @ 47 gravity (in shipping order).....— 19 — @ —	
Refined, Standard White (in ship'g order).....26½ — @ — 28½	
Refined, S. W. (in jobbing lots).....26½ — @ — 27	
Refined, S. W. (in tin).....31½ — @ — 32	
Naptha, Refined, (65 @ 75 gravity).....18½ — @ — 20	
Residuum.....per bbl. — 12 — @ —	
<b>COPPER—DUTY:</b> Pig, Bar and Ingot, 5; Old Copper, 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent.	
<b>All Cash.</b>	
Copper, New Sheathing, (over 12 oz.) per lb. — @ — 48	
Copper, Bolts.....— — @ — 45	
Copper, Braziers' (over 16 oz.).....— — @ — 45	
Copper, Nails.....— — @ — 45	
Copper, Old Sheathing, &c., mixed lots.....25 — @ — 28	
Copper, English Pig.....32 — @ — 32½	
Copper, American Ingot.....29 — @ — 29½	
<b>LEAD—DUTY:</b> Pig, 2¢ per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.—all less 10 p. ct.	
Spanish.....(gold).....per 100 lb. — @ — 6 2½	
German.....(gold).....— — @ — 6 2½	
English.....(gold).....— — @ — 7 —	
Bar.....— — @ — 9 25	
Sheet.....— — @ — 11 —	
Coalwells, Shaw & Willard Tin-Lined Lead Pipe 1.5¢ pr. lb.	
<b>COAL—DUTY:</b> Bituminous, 7½ cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, 7½¢; other, 40 cents per 28 bushels of 80 lb. to the bushel.	
Newcastle Gas.....per ton of 2240 lb. nominal.	
Liverpool Gas Cannel.....14 50 @ 15 —	
Liverpool House Cannel.....22 — @ 23 —	
Anthracite (by cargo).....per ton of 2,000 lb. 4 50 @ 5 50	

## New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 23.

	Th. 17.	F. 18.	Sat. 19.	M. 21.	Tu. 22.	W. 23.
Antion Co.....	100	101	102	105	105	106
Central Pacific Co.....	99	100	100	100	100	99
Central of N. Jersey.....	102	102	101	102	105	103
Chicago & Alton.....	112	112	112	112	112	112
pref.....	103	103	103	103	103	103
S. F.....	94	94	94	94	94	94
Inc. bds.....	94	94	94	94	94	94
Chicago, Burl. & Q.....	137	137	137	137	137	137
8s, 1883.....	88	88	88	88	88	88
Chic. & Northwestern.....	73	72	72	74	74	74
pref.....	87	87	87	88	88	87
1st M.....	98	98	98	98	98	98
S. F.....	98	98	98	98	98	98
Consol.....	111	111	110	110	110	110
Chic. Rock Isl. & Pac.....	111	111	110	110	110	110
Chl. R. I. & Pa. 7s, 1896.....	101	101	101	101	101	101
Clev. Col. C. and Ind.....	90	90	90	90	90	90
Clev. & Pittsburg guar.....	88	89	89	89	89	89
2 M.....	117	117	117	117	117	117
3 M.....	97	97	97	97	97	97
4 M.....	97	97	97	97	97	97
Clev. and Toledo.....	97	97	97	97	97	97
S. F. 7s.....	97	97	97	97	97	97
Col. Chl. & Ind. C.....	36	34	34	35	35	35
1 M.....	87	87	87	87	87	87
2 M.....	73	73	73	73	73	73
Del. & Hudson Canal.....	118	118	117	117	118	118
Del. Lack. & Western.....	97	97	97	97	97	97
1 M. 7s.....	97	97	97	97	97	97
2 M. 7s.....	97	97	97	97	97	97
Dubuque & Sioux City.....	50	50	50	51	50	50
Erie Railway.....	50	50	50	51	50	50
pref.....	61	61	61	61	61	61
1 M. 7s, 1897.....	103	103	103	103	103	103
2 M. 7s, 1879.....	96	96	96	96	96	96
3 M. 7s, 1883.....	96	94	94	94	94	94
4 M. 7s, 1880.....	92	92	92	92	92	92
5 M. 7s, 1888.....	92	92	92	92	92	92
Great Western 2d mort. 90	90	90	90	90	90	90
Hannibal & St. Joseph.....	35	35	35	35	35	35
pref.....	63	63	63	63	63	63
8s, conv. 89.....	89	89	89	89	89	89
Hudson River.....	126	126	126	126	126	126
2 M. S. F.....	91	91	91	91	91	91
3 M. 7s, 1876.....	91	91	91	91	91	91
Illinois Central.....	126	126	126	126	126	126
bonds.....	91	91	91	91	91	91
Lake Shore & Mich. S. F. 91	90	91	91	91	91	91
Lake Shore Div. bonds.....	91	91	91	91	91	91
Marietta & Cin. 1st pref.....	116	116	116	116	116	116
2d pref.....	116	116	116	116	116	116
Michigan Central.....	116	116	116	116	116	116
S. F. 8s, 1882.....	103	103	103	103	103	103
M. S. and N. I. 1 M. S. F.....	103	103	103	103	103	103
2 M.....	1	2	2	2	2	2
Mariposa Mining Co.....	4	4	4	4	4	4
pref.....	56	56	56	56	56	57
Milw. and St. Paul.....	76	76	76	76	76	76
pref.....	92	92	92	92	92	92
1st mort.....	92	92	92	92	92	92
2d mort.....	92	92	92	92	92	92
8s.....	92	92	92	92	92	92
7s, 10s con.....	94	94	94	94	94	94
7s, gold.....	97	97	97	97	97	97
Missouri Co.....	92	92	92	92	92	92
H. & St. J. 1s.....	92	92	92	92	92	92
Morris and Essex.....	92	92	92	92	92	92
1st mort.....	105	105	105	105	105	105
2d mort.....	90	90	90	90	90	90
New York Central.....	101	101	101	101	101	101
7s, S. F. 1876.....	90	90	90	90	90	90
6s, S. F. 1883.....	92	92	92	92	92	92
6s, S. F. 1887.....	93	93	93	93	93	93
N. Y. Cen. & Hud. Riv. 95	94	94	94	94	94	94
N. York and Harlem.....	112	112	112	112	112	112
pref.....	112	112	112	112	112	112
1 M. 7s, 1873.....	94	94	94	94	94	94
N. Carolina 6s, old.....	38	38	38	38	38	38
new.....	46	46	46	46	46	46
Ohio and Miss.....	46	46	46	46	46	46
pref.....	75	75	75	75	75	75
1st M.....	94	94	94	94	94	94
Pacific Mail S. S. Co.....	86	91	100	103	100	102
Panama.....	145	145	144	146	146	145
Phila. and Reading.....	94	94	94	94	94	94
Pitta., Ft. W. & Chi. gtd. 94	94	94	94	94	94	94
1 M.....	99	99	99	99	99	99
2 M.....	99	99	99	99	99	99
3 M.....	99	99	99	99	99	99
Quicksilver Mining Co. 44	44	44	44	47	47	47
St. L., Alton & T. H.....	101	101	101	101	101	101
pref.....	101	101	101	101	101	101
1 M.....	101	101	101	101	101	101
2 M. pref.....	101	101	101	101	101	101
Income bds.....	101	101	101	101	101	101
Tennessee Co, old.....	74	75	75	75	75	75
new.....	74	75	75	75	75	75
Tol., Wab. & Western.....	71	71	71	71	72	70
pref.....	90	90	90	90	90	90
1 M.....	90	90	90	90	90	90
2 M.....	90	90	90	90	90	90
Equipment.....	86	86	86	86	86	86
St. Lou. Div.....	86	86	86	86	86	86
Union Pacific.....	39	39	39	39	39	39
1st mort.....	89	89	89	89	89	89
L. Gt. 7s.....	77	77	77	77	77	77
Inc. 10s.....	80	80	80	80	80	80
Virginia Co, old.....	80	80	80	80	80	80
new.....	80	80	80	80	80	80
consol.....	80	80	80	80	80	80
def. cert.....	80	80	80	80	80	80



## New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 23.

Th. 17. F. 18. Sat. 19. M. 21. Tu. 22. W. 23.				
<b>FEDERAL STOCKS:</b>				
U. S. 6s, 1874, reg.	108	108	108	108
U. S. 6s, 1874, coup.	108	108	108	108
U. S. 6s, 10-40s, reg.	108	108	108	108
U. S. 6s, 10-40s, coup.	108	108	108	108
U. S. 6s, 1881, reg.	109	109	109	109
U. S. 6s, 1881, coup.	111	111	111	111
U. S. 6s, 1881, coup.	111	111	111	111
U. S. 6s, 1881, coup.	111	111	111	111
U. S. 6s, 5-20s, reg. '82	116	116	116	116
U. S. 6s, 5-20s, reg. '82	116	116	116	116
U. S. 6s, 5-20s, reg. '84	115	115	115	115
U. S. 6s, 5-20s, reg. '84	115	115	115	115
U. S. 6s, 5-20s, reg. '85	115	115	115	115
U. S. 6s, 5-20s, reg. '85	115	115	115	115
U. S. 6s, 5-20s, r. n. '86	114	114	114	114
U. S. 6s, 5-20s, r. n. '86	114	114	114	114
U. S. 6s, 5-20s, reg. '87	115	115	115	115
U. S. 6s, 5-20s, reg. '87	115	115	115	115
U. S. 6s, 5-20s, reg. '88	114	114	114	114
U. S. 6s, 5-20s, reg. '88	114	114	114	114
U. S. 6s, 5-20s, c. '88	113	113	113	113
U. S. 6s, 5-20s, c. '88	113	113	113	113

## Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Oct. 22.

W. 16. Th. 17. F. 18. Sat. 19. M. 21. Tu. 22.				
Catawissa preferred	55	55	55	55
Camden and Amboy	55	55	55	55
.. 6s, 1875	91	91	91	91
.. 6s, 1883	91	91	91	91
.. 6s, 1889	99	99	99	99
.. mort. 6s, '89	99	99	99	99
Elmira & Williamsport	42	42	42	42
.. pref.	94	94	94	94
.. 7s	39	39	39	39
Lehigh Navigation	38	38	38	38
.. 6s, 1884	88	88	88	88
.. Gold L.	92	92	92	92
.. R. R. L.	83	83	83	83
.. Conv. L.	83	83	83	83
Lehigh Valley R.R.	58	58	58	58
.. 6s new coup.	46	46	46	46
.. 6s new reg.	46	46	46	46
Little Schuylkill R.R.	46	46	46	46
.. 7s	52	52	52	52
Minehill	120	120	120	120
Morris Canal	49	49	49	49
.. pref.	97	97	97	97
North Pennsylvania	100	100	100	100
.. 6s, 1880	97	97	97	97
.. 7s	34	34	34	34
Oil Creek & Alleg. Riv.	34	34	34	34
.. 7s	58	58	58	58
Pennsylvania R. R.	58	58	58	58
.. 1st M.	101	101	101	101
.. 2d M.	98	98	98	98
.. Gen. mort.	93	93	93	93
.. reg.	101	101	101	101
Penn. State. 6s, 1st series	101	101	101	101
.. 6s, 2d series	106	106	106	106
.. 6s, 3d series	107	107	107	107
Philadelphia City, 6s	98	98	98	98
.. new	102	102	102	102
Philad., Germ. & Nor.	57	57	57	57
Phila. & Reading	57	57	57	57
Philadelphia and Erie	90	90	90	90
.. 7s	55	55	55	55
Phila., Wilm. & Balt.	7	7	7	7
Schuylkill Navigation	15	15	15	15
.. pref.	98	98	98	98
.. 6s, 1882	92	92	92	92
.. 6s, 1876	87	87	87	87
.. 6s, 1872	125	125	125	125
United Co. of N. Jersey	125	125	125	125
Hestonville, (Horse)	18	18	18	18
Chestnut & Wal.	18	18	18	18
Green & Coates	92	92	92	92
2d and 3d streets	94	94	94	94
Spruce and Pine	54	54	54	54
15th and 16th sts.	21	21	21	21

## Baltimore Stock Exchange.

Actual Sale Prices for the week ending Oct. 22.

W. 16. Th. 17. F. 18. Sat. 19. M. 21. Tu. 22.				
Baltimore City 6s, 1875	96	96	96	96
.. 1880	97	97	97	97
.. 1884	97	97	97	97
.. 1900	98	98	98	98
Balt and Ohio	97	97	97	97
.. bonds, 1875	97	97	97	97
.. 1880	98	98	98	98
.. 1885	98	98	98	98
.. 1900	98	98	98	98
Marietta & Cin. 1st M.	98	98	98	98
.. 2d M.	92	92	92	92
.. 3d M.	92	92	92	92
Northern Central	87	87	87	87
.. bonds, 1885	94	94	94	94
.. 1900	94	94	94	94
Pittsb. & Connellsv. 7s	94	94	94	94
N. W. Va. 1st mort.	94	94	94	94
.. 2d mort.	94	94	94	94
.. 3d mort.	94	94	94	94
Virginia 6s, Consol.	54	54	54	54
.. Deferr. Certif.	15	15	15	15
City Passenger R. R.	22	22	22	22

## Boston Stock Exchange.

Actual Sale Prices for the week ending Oct. 23.

Th. 17. F. 18. Sat. 19. M. 21. Tu. 22. W. 23.				
Boston and Albany	162	163	163	163
Boston and Lowell	140	140	140	140
Boston and Maine	139	139	139	139
Boston and Providence	154	154	154	154
Boston, Hartford & Erie	41	41	41	41
.. 7s, new	41	41	41	41
Cheshire, pref.	79	80	80	80
Ohl. Burl. & Quincy	138	138	138	138
Concord	137	137	137	137
Connecticut River	137	137	137	137
Eastern	109	110	110	110
Fitchburg	132	133	133	133
Manchester & Law're	116	116	116	116
Michigan Central	116	116	116	116
Northern, N. H.	114	114	114	114
Ogdens. & Lake Champ.	77	77	77	77
.. pref.	99	99	99	99
Old Colony & Newport	113	113	113	113
Ph. W. & Baltimore	56	56	56	56
Port'd, Saco & Ports	56	56	56	56
Union Pacific	56	56	56	56
.. 6s	76	76	76	76
.. Land Grant 7s	76	76	76	76
.. Income 10s	79	79	79	79
Vermont & Canada	76	76	76	76
Vermont & Mass.	86	86	86	86
South Boston (Horse)	103	103	103	103
Cambridge	64	64	64	64
Metropolitan	64	64	64	64
Middlesex	11	11	11	11
Central Mining Co.	11	11	11	11
Copper Falls	10	10	10	10
Franklin	10	10	10	10
National	10	10	10	10
Pewabic	44	44	44	44
Quincy	44	44	44	44

## London Stock Exchange.

Closing Prices.

		Oct. 4.	Oct. 11.
Atlantic & Gt. W. 1st mort.	\$1,000	66	68
Do. 2d mort.	\$1,000	62	65
Do. Con. mort. B'nds Blach's Cert.		30	32
Do. Reorg. Scrip.		91	93
Do. Leas. Lines, Rental Bonds		82	84
Detroit & Milwaukee 1st mort. Bonds		73	76
Do. 2d do.		73	76
Erie shares 100 dol. all paid		38	39
Do. Ticket of Protec. Com. attached		91	93
Do. 6 per cent Convertible Bonds		91	93
Do. European Agency Certificates		103	104
Illinois Central 100 shares all paid		103	104
Do. Redemption mort. bonds 6 p.c.		104	105
Illinois & St. Louis Bridge 1st mort.		99	101
Marietta and Cincinnati Rail. Bonds		82	85
Michigan Central 3s 1882, conv.		90	100
Panama 2d mort.		93	95
Panama General mort.		99	101
Pennsylvania, 2d mort.		95	96
Do. General mort.		95	96
Do. \$50 shares		48	47
Philadelphia and Erie 1st mort.		96	98
Do. with option to be paid in Phila.		96	98

## American Railroad Journal.

Saturday, October 26, 1873.

## Stock Exchange and Money Market.

Money, as a rule, has been in much better supply, the city banks, as well as private lenders, having been more liberal of accommodation, while the demand, as well from speculative as from mercantile sources, has been less urgent. Call loan rates have been quoted at from 3@7, with the bulk of the business on the basis of 5 per cent. to the more prominent street borrowers. Commercial credits were rated at from 8½@12 generally at 10@12 per cent. per annum, for the more marketable grades of paper, which met with more favor among lenders. Opinions differed widely throughout the week, as to the advisability of the Secretary of the Treasury re-issuing whatever amount he deems necessary of the \$44,000,000 legal tenders withdrawn by Secretary McCulloch. The discussion, on some of the days of the week, was quite animated. The City banks last week, greatly augmented the strength of their reserves, and closed the week, on rising averages. Over 11 millions were added to the deposit, and nearly seven millions to the legal tender line. The specie item was increased about half a mil-

lion. The loan and discount average was enlarged about 2¼ millions.

The U. S. Sub-Treasury office last week received \$4,878,623 of currency, and \$3,953,189 of gold, the latter including \$2,737,000 from customs; and disbursed \$2,928,237 of currency and \$3,133,166 of gold, the latter embracing \$547,420 of coin interest. The city banks increased their loan and discount average about 2¼ millions during the week, and reduced their outstanding circulation slightly. The U. S. Sub-Treasury held a currency balance on Wednesday morning of \$23,258,686, and a coin reserve of \$52,683,466.

The city banks, in their latest return, show an increase of \$6,827,000 of legal tender notes, \$407,700 of specie, \$11,322,100 of deposits, and of \$2,259,300 in their loan and discount averages, with a contraction of \$31,600 in their item of circulation. The city bank exchanges, last week, averaged 136½. The banks now hold \$7,987,075 of specie and legal tender notes more than the 25 per cent. of their liabilities required by the National Banking Act.

The specie reserve of the city banks according to the latest return is \$12,625,500, against \$10,101,400 same time last year. The city bank deposits are now \$201,031,400 against \$203,791,000, week ending Oct. 21, 1871. The legal tender reserve amounts to \$52,586,400, against \$50,014,700 same time last year. The circulation now stands at \$27,706,300 against \$30,294,300 same time last year. The loans are now \$270,557,600 against \$283,580,100 at this date last year.

The coin reserve of the city banks is now about 12½ millions as against about 29½ millions on the 20th of July; the legal tender reserve is about 52½ millions against about 55½ millions on the statement of June 15th; and the deposits are now down to 201 millions, against 247½ millions on the 20th of July.

Government revenues have been yielding rather more liberally, since our last. The excises yielded within the week about 2¼ millions, and thus far in the current fiscal year beginning with July 1, 1872, \$41,120,363. The customs at the port of New York last week were \$2,580,906; and at the outports, equal to about \$875,000, all in coin or coin certificates.

Under the Treasury programme for October, Government proposes to sell, Gold, as follows: Thursday, Oct. 31st, \$1,000,000. And to buy in, Five Twenties, as follows: Wednesday, Oct. 16th, \$1,000,000.

Gold has been moderately active. The speculative demand has been good, while the customs drain has been up to a fair average. The export call has been comparatively limited. The price, through the week has shown firmness, with, toward the close, some indications of buoyancy. The range of the price during the week has been from 112½@113½, and the closing quotation on Wednesday was 113½ against 113 the preceding Wednesday. The specie outflow last week, was \$626,388. The Gold Exchange Bank clearances have averaged about 52 millions per day during the week.

The customs demand for Gold last week, averaged \$456,120 a day. The arrivals of specie from Europe, Havana and other foreign ports

last week were \$88,849 and since Jan. 1, 1872 were \$5,082,242 against \$8,819,299 same time in 1871. The total customs revenue of the Government, in coin, at this port, since January 1, has been \$124,970,496 against \$181,646,153 during the same time in 1871.

Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, since January 1, 1872, \$61,150,949, against \$66,895,226 during the same time in 1871.

The export drain of specie was \$626,388 last week, against \$601,848 same week preceding year. The shipments since January 1, 1872, have been \$60,860,371 against \$57,819,380 during the same portion of 1871.

Foreign Exchange has been moderately dealt in and quoted steady. Bankers' sixty day bills on London closed on Wednesday at 108 $\frac{1}{4}$ @109; sight bills on London, 110 $\frac{1}{4}$ @110 $\frac{1}{2}$ .

The week's exports hence of domestic produce have been to the currency value of \$5,866,824.

Government securities have been quite scarce in the open market, and have been in very good investment demand at firmer prices.

On Wednesday, Government bought in a million of the offered Five-Twenties at from 112 49 @117 74. The aggregate offering was 2,424,800 at from 112 48@112 99.

U. S. sixes of 1881 at the close on Wednesday of the current week were quoted at 116 $\frac{1}{2}$ @116 $\frac{3}{4}$ ; U. S. Five-Twenties of 1862, 115 $\frac{1}{2}$ @116 $\frac{1}{2}$ ; U. S. Five-Twenties of 1864 at 115 $\frac{1}{2}$ @116 $\frac{1}{2}$ ; U. S. Five-Twenties of 1865, 116@116 $\frac{1}{4}$ ; U. S. Five-Twenties of 1865 consolidated, 114 $\frac{1}{4}$ @114 $\frac{1}{2}$ ; U. S. Five-Twenties of 1867, 115@115 $\frac{1}{2}$ ; U. S. Five-Twenties of 1868, 114 $\frac{1}{2}$ @115; U. S. Tenths at 108 $\frac{1}{2}$ @108 $\frac{3}{4}$ ; U. S. Fives of 1881 (Funding Loan) 110 $\frac{1}{2}$ @111 $\frac{1}{2}$ ; Six per cent. currency bonds, 113 $\frac{1}{2}$ @118 $\frac{3}{4}$ .

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Oct. 9.	Oct. 16.	Oct. 23.
Consols .....	92 $\frac{1}{2}$	92 $\frac{3}{4}$	92 $\frac{1}{4}$
U. S. 5-20s, 1865....	93 $\frac{1}{2}$	*91 $\frac{1}{4}$	*91
" 1867 .....	92 $\frac{1}{4}$	92 $\frac{1}{2}$	92 $\frac{3}{4}$
" 10-40s .....	88	87 $\frac{1}{2}$	87 $\frac{3}{4}$
New Fives of 1881...	89 $\frac{1}{2}$	*88 $\frac{3}{4}$	*88 $\frac{1}{2}$
Erie .....	38 $\frac{1}{2}$	42	41

\* Ex Nov. coupon.

State bonds have been in more general demand and quoted stronger in price, as a rule.

Railway and Miscellaneous share property has been very brisk and quoted decidedly stronger, in the instances of the leading speculative favorites, such as Pacific Mail, and Western Union Telegraph, in which the dealings have been remarkably extensive.

Railway Mortgage Loans have been in more general request at firmer prices. Central Pacific Sixes have been more sought after, closing from 99 $\frac{7}{8}$ @100 $\frac{1}{2}$ .

The Metal trade has been very slow since our last. There has been a very moderate demand noted for Ingot Copper, with sales reported of 100,000 lbs. at 32c.@32 $\frac{1}{2}$ c.; and 50,000 lbs. English at 29c., the best selected. Iron has been dull throughout, with prices quoted essentially as before. Sales, 961 tons Eglinton, at auction, at Philadelphia, at \$45@48 50, which rates were much below the market. The less favorable foreign advices tended to check operations, though

with supplies well under control, holders were firm in their views. Pig Lead was dull and somewhat nominal on the basis of 6 $\frac{1}{2}$ c.@6 $\frac{3}{4}$ c., gold, for ordinary foreign. Spelter was unusually active, with sales reported of 250 tons Silesian at 6 $\frac{1}{2}$ c., gold, showing a firm market. Tin has been unusually quiet on the basis of previous quotations.

Telegraph advices report that of the Chesapeake and Ohio through line of railway only about forty miles remain to be completed to form the connection between the eastern and western divisions of the road, which are now in full operation, and that the probability is that the small unfinished portion will also be ready for work in a few weeks. The whole line, from the docks below Richmond to the Ohio River terminus, it is now announced, will be ready for trains early in December next. The company are now making contracts for the delivery of large quantities of bituminous and cannel coal at the seaboard wharves, and have already a large traffic from the mines of the Kanawha to the Ohio navigation. It is claimed that there is probably no railroad in the United States whose route is so rich in Iron Ores and Coals as that of the Chesapeake and Ohio, while its location is such as to command for these products the widest distribution to the best markets.

General business has been fairly active in the line of domestic produce. Breadstuffs, Provisions, Petroleum, Naval Stores, Hops and Cotton have been more freely dealt in. Prices, however, have been variable, closing, in most instances, more steadily. Middling upland cotton, closed on Wednesday at 19 $\frac{1}{2}$  cts. per lb. The receipts at all the ports, since Sept. 1, have been 460,728 bales, against 320,939, bales same time in the preceding year; exports 141,500 bales against 98,500 bales in the previous year; stock at the ports at latest dates, 233,425 bales against 185,192 bales same date 1871.

At the Live Stock Markets, Bees have been in moderate demand and quoted firmer at 9@14 $\frac{1}{2}$  cts.; Veals in good request at 7 $\frac{1}{2}$ @11c.; Sheep rather quiet at 4 $\frac{1}{2}$ @7; cts.; Lambs, 6@8 $\frac{3}{4}$  cts.; Swine, at 5 $\frac{1}{4}$ @5 $\frac{1}{2}$  cts. per lb., all live weight. The week's receipts were 9,559 Bees, 2,740 Veal Calves, 27,001 Sheep and Lambs, and 44,680 Swine.

Foreign goods have been in moderately active request, with rather more firmness apparent on the part of holders. The week's imports of foreign goods reached the amount of \$5,401,197 including \$1,730,610 of dry goods.

Ocean freights have been moderately active, but at easier and irregular rates, closing somewhat stronger.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—New Jersey Southern R. R., 26; Missouri, Kansas and Texas R. R., 43; New York, New Haven and Hartford R. R., 142; Boston, Hartford and Erie R. R., 8 $\frac{3}{4}$ ; do. 1st mort., 41 $\frac{1}{2}$ ; do. guar. bonds, 50; Burlington, Cedar Rapids and Minnesota 1st mort., 90 $\frac{3}{4}$ ; Ohio and Miss. 2d mort., 84 $\frac{1}{2}$ ; do. consols, 96; St. Louis and Iron Mt. 1st mort., 95; Chicago and Milwaukee 1st mort., 98; Hannibal and Naples 1st mort., 90; Cleveland and Toledo new bonds, 95; Toledo, Peoria and Warsaw 1st mort.,

E. D., 92; do. 2d mort., 81; Cedar Falls and Minnesota 1st mort., 83; Central of New Jersey 1st mort. new, 103; Morris and Essex 7s, conv. 92; Pacific R. R. of Mo., 54 $\frac{3}{4}$ ; do. 7s, guar. by Mo., 98; Milwaukee and St. Paul Iowa Div., 88; Albany and Susquehanna 2d mort., 95; Western Union Tel., 79 $\frac{3}{4}$ ; Quicksilver pref., 58 $\frac{3}{4}$ ; Atlantic Mail S. S. Co., 18 $\frac{1}{2}$ ; Consol. Coal of Md., 44; American Coal, 47; Maryland Coal, 21; Adams Express, 94; Am. Mer. Union Exp., 71 $\frac{1}{2}$ ; U. S. Exp., 77 $\frac{3}{4}$ ; Wells-Fargo Exp., 87 $\frac{1}{2}$ ; North Carolina 6s, special tax, 11; do. 6s, issued to N. C. R. R., 46; Louisiana 6s, 53; New York State 7s, B. L., coup. 106 $\frac{1}{2}$ ; do. 6s, 18 $\frac{1}{4}$ , 106; South Carolina 6s, new, Jan. and July, 26; Brooklyn 6s, W. L., 93.

Philadelphia.—Connecting R. R. bonds, 86; Pittsburg, Cincinnati and St. Louis R. R. 7s, 79; Lehigh Nav. conv. gold, Loan, 95; Pennsylvania and New York Canal 7s, 96 $\frac{3}{4}$ ; Philadelphia and Reading Gen'l mort. 7s, reg., 103 $\frac{1}{2}$ ; do. 7s, 1898, 103; Wilmington and Reading 7s, 87 $\frac{1}{4}$ ; Allegheny Valley 7-10s, 93 $\frac{1}{2}$ ; Lehigh Valley 7s, new, 103; Morris Canal 7s, Boat Loan, 92; West Jersey 7s, 101 $\frac{3}{8}$ ; Sunbury and Erie 7s, 100 $\frac{1}{2}$ ; Catawissa R. R., 23; Nesquehoning R. R., 55; Huntingdon and Broad Top Mt. pref., 13; do. consols, 49; Camden and Atlantic pref., 38; 5th and 6th streets R. R., 50. The latest quotations are: City 6s, 98 $\frac{1}{2}$ @98 $\frac{1}{2}$ ; do. free of tax, 102 $\frac{1}{2}$ @102 $\frac{1}{4}$ ; Pennsylvania State 6s, 1st series, 101@101 $\frac{1}{2}$ ; do. 2d series, 105@105; do. 3d series, 107 $\frac{1}{4}$ @—; Philadelphia and Reading, 57 $\frac{3}{8}$ @57 $\frac{3}{4}$ ; do. Gen'l mort. 7s, 101 $\frac{1}{2}$ @102; do. mort. 6s, 1880, 95@95 $\frac{1}{2}$ ; United New Jersey R. R. and Canal Co., 125 $\frac{3}{4}$ @126; Camden and Amboy mort. 6s, 1889, 98@99 $\frac{1}{2}$ ; do. 1883, 92@92 $\frac{1}{2}$ ; do. 1889, 92@93 $\frac{1}{2}$ ; Pennsylvania R. R., 58 $\frac{3}{4}$ @59; do. 1st mort., 101@101 $\frac{1}{2}$ ; do. 2d mort., 98@98 $\frac{1}{2}$ ; do. General mort. coupon, 98@98 $\frac{3}{4}$ ; do. reg., 93@93 $\frac{1}{4}$ ; Little Schuylkill R. R., 46@46 $\frac{1}{4}$ ; Morris Canal, 48@50 do. pref., 120@120 $\frac{1}{2}$ ; do. 6s, 92@92; Susquehanna Canal, 8@8 $\frac{1}{2}$ ; do. 6s, 75@76; Schuylkill Nav., 7@7 $\frac{3}{8}$ ; do. pref., 14@15 $\frac{1}{4}$ ; do. 6s, 1882, 77@78; Elmira and Williamsport pref., 40@42; do. 7s, 1873, 93@95; do. 5s, 56@—; Lehigh Coal and Navigation, 39@39 $\frac{1}{4}$ ; do. 6s, 1884, 88@88 $\frac{1}{2}$ ; do. R. R. Loan, 96@96; do. Gold Loan, 91 $\frac{1}{2}$ @92; North Pennsylvania, 49@50; do. 6s, —@100 $\frac{1}{2}$ ; do. 7s, 96 $\frac{1}{2}$ @97 $\frac{1}{2}$ ; do. Chatte 10s, 104 $\frac{1}{2}$ @—; Philadelphia and Erie, 25 $\frac{1}{2}$ @26 $\frac{1}{2}$ ; do. 6s, 89 $\frac{1}{2}$ @90 $\frac{1}{4}$ ; Minehill, 53@—; Catawissa, 22 $\frac{1}{2}$ @23 $\frac{1}{2}$ ; do. pref., 56 $\frac{1}{2}$ @57; Lehigh Valley, 59 $\frac{1}{8}$ @59 $\frac{1}{4}$ ; do. 6s, new coupon, 98@98 $\frac{1}{4}$ ; do. reg., 98@98 $\frac{1}{4}$ ; do. 7s, 103@103 $\frac{1}{2}$ ; Fifth and Sixth streets, (horse,) 50@52; Second and Third, 59@60; Thirteenth and Fifteenth, 20 $\frac{1}{2}$ @21; Spruce and Pine, 32@34; Green and Coates, 45 $\frac{1}{2}$ @46; Chestnut and Walnut, 56@60; Hestonville, 18@18 $\frac{1}{2}$ ; Union, —@73; Germantown, 33@35.

Boston.—Vermont Central 1st mort., 57; Leavenworth, Lawrence and Galveston 1st mort. 10s, 89; Grand River Valley 2d mort. 8s, 1879, 99; Eastern R. R. 6s, 1874, 97 $\frac{3}{8}$ ; Atchison, Topeka and Santa Fe 1st mort. 7s, gold, 78; Cheshire 6s, 1877, 95; Jackson, Lansing and Saginaw 8s, 1885, 101 $\frac{1}{4}$ ; Burlington and Missouri River R. R. pref., 118 $\frac{3}{4}$ ; Cincinnati, Sandusky and Cleveland R. R., 19 $\frac{3}{4}$ ; Rutland pref., 58; do. scrip, 87 $\frac{1}{2}$ ;



Norwich and Worcester R. R., 124; Burlington and Missouri River R. R. in Nebraska, 71; do. 8s, 100¾; Connecticut and Passumpsic Rivers R. R., pref., 91½; Chicago Iowa and Nebraska R. R., 112½; Cary Imp. 11½; Boston Water Power, Co. 57; Waverly Land, 4½; Maine 6s, 1889, 99¾; New Hampshire 6s, 1881, 97½; do. 1884, 98¾; Vermont 6s, 1876, 100; Connecticut 6s, 1881, 98; Massachusetts 6s, 1875, gold, 107¾; do. 1876, gold, ind., 110; Chelsea 6s, 1892, 98½; Bath 6s, 1887, 90; Cincinnati 7 3 10s, 102¾; Rock Island, Ills., 8s, 1887, 108¾; Cook Co., Ills., 7s, 1889, 97¾; Boston 6s, 1875, @1880, currency, 99¾; do. 1876, reg., 98¾; Chicago 7s, 98¾; Fall River 6s, 98½; Roxbury 6s, 1884, 99½; Cambridge 5s, 1893, gold, 96¾; Allouez Mining Co., 12¾; Calumet and Hecla, 157; Dawson, 1; International Silver 2; Phoenix, 16; Pontiac, 75c.; Shuniah Silver, 2½; St. Clair, 2¾; Tremont, 1¼.

**Baltimore.**—Richmond and Danville 1st mort., 80; Northern Central 6s, 1900, gold, 93½; Virginia and Tennessee 3d mort. 8s, 91; Central Ohio 1st mort., 85¾; Orange and Alexandria 2d mort. 6s, 86; do. 3d mort. 8s, 94; Orange, Alex. and Manassas 7s, 83; Western Maryland bonds guar. by Washington Co., 85; Maryland Defense 6s, 102; Baltimore 6s, 1902, 97; do. 6s, 1890, new, 97½; Virginia consol. 6s, reg., 47¼; Memphis City 6s, 52½. The latest quotations are: Pittsburgh and Connellsville 38½@40; do. 7s, 1898, 94¼@94¾; Baltimore and Ohio, 152@154; do. 6s, 1875, 97½@98¾; do. 1880, 97@97; do. 1885, 93½@94; Parkersburg Branch, 10@15; Washington Branch, 135@150; Northern Central 39@39½; do. 6s, 1885, 93½@93½; do. 1900, 86¾@87; do. 6s, 1900, gold, 93@93½; N. W. Va. 1st mort., 101@101; do. 2d mort., 100@101; do. 3d mort., 1885, 90@91½; Marietta and Cincinnati 1st mort. 7s, 1892, 98@98½; do. 2d mort., 7s, 92@93; do. 3d mort., 8s, 83½@85; Central Ohio, 35@35½; do. pref., 38½@40; do. 1st mort., 85¼@85½; Western Md. 1st mort. 6s, 1890, 90@92; do. 1st mort. guar., 95@96½; do. 2d mort. guar., 95½@96½; do. 3d mort. guar., 95@96; do. 2d mort. pref., 78¼@84; do. 2d mort. guar. by Washington Co., 83@88 Richmond and Danville 1st mort., 79½@80; Orange and Alexandria 1st mort. 6s, 95@97; do. 2d mort. 6s, 86@87; do. 3d mort. 8s, 93@95; do. 4th mort. 8s, 88½@84; Orange, Alex. and Manassas 7s, 81¼@81½; Virginia and Tennessee 1st mort. 6s, 94@100; do. 6s, 2d mort., 78½@79½; do. 8s, 3d mort., 90½@91¼; Baltimore 6s, 1875, 96@97; do. 1884, 97@98; do. 1886, 97@98; do. 1890, 97@97½; do. 1893, —@97; do. 1893, exempt, 99@100; do. 1900, exempt, 96½@97; do. 1900, new, 97¾@98; do. 1902, 97¼@98; Memphis City 6s, 52@53¾; Maryland 6s, 1890, 95@—; do. Defense Loan, 1883, 101¼@102¾; Virginia 6s, old, 38@39; do. consol. 6s, 53½@54½; do. reg., 47½@48½; do. Peelers, 45½@45¾; West Virginia, 15@15½; City Passenger R. R., 22@23; George's Creek Coal, 96@100.

The Directors of the Boston and Albany Railroad have created the office of General Manager, and filled it by the appointment of Mr. Wm. Bliss, who has been the efficient General Freight Agent for several years.

## Banking House of FISK & HATCH,

No. 5 NASSAU STREET, NEW YORK.

DEPOSITS received, on which we allow interest at the rate of four per cent. per annum. Special arrangements made with Savings Banks and others depositing large amounts.

We issue CERTIFICATES OF DEPOSIT available in all parts of the country, and bearing interest in case of special deposit.

We make COLLECTIONS for merchants and others in all parts of the country.

Orders for INVESTMENT STOCKS and BONDS executed at the Stock Exchange, on commission, for cash.

We deal in GOVERNMENT BONDS, and make a specialty of a few FIRST CLASS INVESTMENT SECURITIES, which we can recommend with confidence, viz:—

CHESAPEAKE and OHIO BONDS, six per cent, gold.

CENTRAL PACIFIC BONDS, six per cent, gold.

WESTERN PACIFIC BONDS, six per cent, gold.

The CHESAPEAKE and OHIO BONDS can now be purchased at rates which render them a very desirable investment, and admit of a considerable advance in price upon the completion of the road.

The Road is so nearly completed that trains are expected to run over the whole line in December, after which the securities will be introduced at the Stock Exchanges, when they should soon take rank with Central Pacifics and other first class Bonds, on finished Roads.

The CENTRAL PACIFIC BONDS are quoted at all the principal Stock Exchanges of the world, and are held as the favorite American security in the European markets, where a large proportion of the entire issue has been absorbed. They are now comparatively scarce in this market.

We buy and sell either of the foregoing at current market rates.

Full information furnished upon application at our office, in person or by mail.

## FISK & HATCH.

The Philadelphia Ledger of 22d inst., reports the net anthracite coal tonnage for the week ending on the 12th inst., from all sources, at 832,786 tons, and for the year 15,151,286 tons, against 11,302,393 tons to the same date last year, being an increase in the tonnage of anthracite coal of 8,858,893 tons. The production of bituminous coal for the week was 59,992 tons, and for the year 1,987,332 tons, against 1,739,464 tons to the corresponding time last year—an increase of 247,868 tons. The total production of all kinds of coal for the week was 457,661 tons, and for the year 17,138,628 tons, against 13,041,446 tons to corresponding time last year, showing an increase of 4,097,182 tons.

Mr. William Merritt, the accomplished superintendent of the Boston and Maine Railroad, has returned from his foreign trip. He has gained greatly in health, and the travelling public will be glad to know that he will soon resume his important duties. Mr. Merritt has served the Boston and Maine long and faithfully, and well deserves the high reputation which he holds as an experienced and able railroad man.

## TO CAPITALISTS.

### A DESIRABLE HOME INVESTMENT.

### First Mortgage Gold Bonds

OF THE

New York, Kingston and Syracuse

RAILROAD,

PAYING 7 PER CENT. GOLD, FREE FROM U. S. GOV'T TAX.

PRINCIPAL AND INTEREST PAYABLE IN GOLD.

This road passes through the richest agricultural region of the state, and is speedily reaching completion. It is the most direct line between the great lakes and deep water navigation of the Hudson River from LAKE ONTARIO and the GREAT WEST.

The 78 miles of the road now in operation is unusually well built, and its net earnings already paying 7 Per Cent. Gold, on the cost of construction and its equipments.

We are now offering these bonds at 95 and accrued interest, feeling warranted in recommending them to our friends and investors generally as a safe and most desirable investment.

Pamphlets with maps furnished, with full particulars, on application to

DEAN, MCGINNIS & CO.,

Bankers, 30 Broad St., N. Y.,

And at the Office of the Company,

15 WILLIAM ST., N. Y.

The First Mortgage Bonds of the New York, Kingston, and Syracuse Railroad—a very important route—are now being introduced into the market by Messrs. Dean, McGinnis & Co., bankers, of this City. This road passes through some of the richest counties of the State of New-York, tapping the main lines of the New York Central and other railroads, and so onward to the great cities of the West. The Bonds are placed on the market at 95, which should insure their being all taken up in a very short time. The interest on them, 7 per cent., is payable in gold, semi-annually, in New-York and London. According to the engineer's report, this road, so far as yet constructed, is one of the best in the country—and, as it is thoroughly equipped, and its present earnings are sufficient to pay the interest on the Bonds, its Bonds may be looked upon as an eligible security.

The Missouri, Kansas and Texas railroad is opened to Caddo station, thirty miles south of Aetoka. Trains are now run within twenty-three miles of the Red river. Orders have been issued for the vigorous prosecution of the road to Dennison, Texas, which place is rapidly assuming the proportions of a city. The great bridge across Red river will be ready for the track by the 15th of November.

Work on the Massachusetts Central Railroad, according to the Clinton Courier, is making favorable progress. Between forty and fifty miles are ready for the ties, but no track will be laid before next spring. One thousand men are at work on the line.

It is rumored that the Boston and Providence Railroad Company, having bought the Stoughton branch, is seriously considering the matter of extending that road to North Bridgewater.

## Journal of Railroad Law.

RAILROAD COMPANIES—INJURIES TO ANIMALS—  
WHERE BOUND TO MAINTAIN FENCES.

The facts in the late case of *The Jeffersonville, Madison and Indianapolis Railroad Company vs. Parkhurst*, (34 Ind., 501,) are fully and clearly stated in the following opinion by—

**PETTIT, C. J.**—This suit was brought before a justice of the peace, by the appellee, against the appellant, for killing a cow by its train of cars. There was a judgment for the appellee before the justice, and appellant appealed to the said court of Common Pleas. Trial, and judgment for appellee in that court, from which it is brought to this court by the appellant.

The errors assigned in the record are, first, that the court erred in giving instructions one, two, three, four, five and six, excepted to by appellant; second, the court erred in refusing to give instruction one, asked by appellant, and excepted to; third, that the verdict was contrary to the evidence; fourth, that the court overruled the motion of appellants for a new trial; fifth, the court overruled demurrers to the first and second paragraphs of the complaint.

Upon the saying that the first shall be last, and the last shall be first, we will commence with the last assignment; and upon this it is enough to say that, as no objection in any form was taken to these paragraphs in the Common Pleas court, though they were demurred to before the justice of the peace, and the demurrer by that officer overruled, we cannot inquire as to their sufficiency.

We cannot reverse, affirm or modify, the rulings or judgment of a justice of the peace brought before us in this form. We can only take notice of the proceedings of the Court of Common Pleas.

As to the fourth assignment, we think there was no error in overruling the motion for a new trial.

As to the third assignment, we have only to say, that it is not known to our law or practice as an assignment of error, and can only be regarded as an argument or reason under the fourth assignment of error.

As to the second assignment of error, refusing to give instruction asked, which was as follows: "If the jury find from the evidence that the cow in question came upon the railroad track and was killed, within the corporate limits of the city of Franklin, then the plaintiff cannot recover on the first paragraph of the complaint herein," there was no error in refusing to give this asked instruction. The *Indianapolis and Cincinnati R. R. Co. vs. Parker*, 29 Ind., 471, and cases cited there.

The first assignment of error is the giving of instructions, which are as follows:

1st. This is an action by the plaintiff against the defendant to recover damages for the killing of a cow on the track of the defendant, in Johnston county, and the plaintiff sets up in his complaint two grounds of recovery.

"2nd. The first paragraph of the complaint alleges that the cow was killed at a point on the railroad where it was the duty of the defendant to fence against stock, and that the defendant had not so fenced in her track, by reason of which the cow strayed upon the track, and was thus killed.

"3d. The second paragraph of the complaint alleges that the defendant so carelessly and neg-

ligently ran her locomotive and cars over the road, that the cow was killed by reason of such negligence in the defendant.

"4th. To enable the plaintiff to recover on the first paragraph of the complaint, he must show that the place where the cow strayed upon the railroad was at a point where the company were bound to fence the road, and that such point was not so fenced, or that such point was where the company were bound to maintain a cattle-guard, and that such guard was not in proper condition to keep stock off the track of the road.

"5th. If you should find from the evidence in this case that the place where the cow got on the track was inside the corporate limits of the City of Franklin, you must further find that such place was not at the crossing of any street or alley, or at a point where, from the necessary use of the grounds, it would be unlawful or unreasonable to require the railroad company to maintain a fence, before the road would be liable for not fencing.

"6th. The railroad company would not be bound to erect and maintain cattle guards at the crossings of the public streets and alleys inside the corporate limits of the City of Franklin, nor would said road be bound to fence the lots lying on either side of her track between the crossings of such streets or alleys over the railroad; but beyond such crossings the road would be bound to maintain her fences and guards, the same as if running outside the corporation."

We think and hold that there was no error in giving these instructions, and that they were clearly the law of, and proper in the case. The appellant could not complain of them.

The judgment is affirmed, with ten per cent. damages and costs.

## Western Maryland Railroad.

The annual meeting of the stockholders of this company was held in Baltimore on the 16th inst., Nathan Harris, Esq., presiding. The president submitted the reports of the general superintendent, chief engineer and treasurer, which were read and approved.

The general superintendent reports the working of the road for the year to have yielded \$188,192 72, and expenditures \$154,008 68, showing a surplus of \$34,184 04, and states that the road has been greatly improved by the use of 190 tons of new rails, 15,892 new cross-ties, and 13,237 perches of stone, five bridges having been renewed, and heavy stone abutments erected at three of them. The equipment has also been increased with 3 locomotives, 4 passenger coaches, 21 freight cars, 5 hand, and 6 truck cars.

The chief engineer's report shows that the construction of the Baltimore division is progressing satisfactorily, and will probably be completed by June, 1873. The work on the Williamsport division has been suspended, the contractors having stopped the work and left the locality. New contracts will be entered into and the work pushed forward.

The treasurer's report shows the receipts from freights, passengers, mail service, &c., to be \$197,707 06; expended for transportation, repairs, machinery, cars, bridges, &c., \$160,193 85; interest on loans and funded coupons, \$30,474 83. The loans on the second preferred bonds have been placed at a much lower rate of interest than formerly; \$525,000 of bonds, endorsed by the city,

have been surrendered and cancelled, and \$1,000,000 city stock received, of which \$667,300 has been sold at full market rates, leaving \$332,700 unsold and held as a separate fund, as required by the ordinance granting the loan.

The election for five directors, on the part of the stockholders, was proceeded with, and the old board—J. K. Longwell, Geo. W. Harris, John Welty, Isaac Motter, and Joshua Biggs, Esqs.—were unanimously re-elected for the ensuing year.

## The Port Royal Railroad.

On yesterday morning we stated that the track of the Port Royal Railroad had been completed from this city to the Savannah river, and that the first train would run on Tuesday afternoon. Major Geo. T. Jackson, of the Port Royal Railroad Company, desirous of giving our citizens an opportunity of judging how the work was progressing, got up an excursion over the road to the bridge, and issued invitations to the Mayor and the City Council and a number of our leading citizens. The excursion train was to leave the Union Depot at half-past three o'clock, and when that hour arrived a large and very pleasant party filled the cars. Among those present were President King, and Messrs. D. E. Butler, George T. Jackson, Stevens Thomas, W. W. Clarke, J. S. Hamilton, and M. H. Stovall, Directors, and Col. S. K. Johnson, Superintendent of the Georgia Railroad, Mayor Estes, and others.

The train consisted of two handsome passenger coaches and an engine, under the charge of Conductor Henry Edmondston.

A pleasant ride of a few minutes brought the train and its passengers to the trestle work, a short distance from the bridge. Here the party left the cars, and proceeded on foot a short distance to the Savannah river. They found the work upon the bridge, which is to span that stream, rapidly progressing. The piers—seven in number, including the abutments—are of brick work, but of the most substantial and durable character. The foundation consists of piling driven as deeply into the bed of the river as was practicable and, above the piling, three feet of solid timber. Upon this foundation the piers rise, made of Augusta brick and the finest quality of cement. When completed the bridge will be one of the handsomest structures of the sort in the country. It is believed—if no adverse circumstances intervene—that the bridge will be finished by the first day of December. Major Jackson's portion of the road—extending thirty miles from the other bank of the Savannah—will be ironed and ready for use by that time. It is thought that the lower end of the route will be finished thirty days later, and by the first day January Augusta will have a short and direct line of railway connecting her with deepest and finest harbor on the coast of the South Atlantic.—*Augusta Chronicle*, Oct. 16.

## Finances of Texas.

The following figures are from a statement furnished by the Texas State Comptroller, under date September 20th, in response to inquiries:

The assessed value of property in the State for the year 1871, per rolls, is \$220,290,524. For 1872, but few rolls have been received, which have not yet been compiled. The total taxation for 1871 is \$6,309,846 15. The fund to be expended in erecting the schoolhouses does not pass through this office. This character of expenditures should be made from the one per cent. school tax, levied by the Board of School Directors, which is provided by law "for the purpose of building schoolhouses and maintaining schools." The amount of this tax, upon above valuations for 1871, if collected, would be \$2,202,905 24, and is subject to the uncontrolled disbursements of the Superintendent of Public Instruction. There has been disbursed (from funds received at the State Treasury) during the fiscal year ending August



31, 1872, to teachers and employees, the sum of \$496,596 14. For this disbursement vouchers have been filed in this office.

The debt of the State on the 4th of March, 1872, was \$338,969 66. The present indebtedness is \$2,724,969 66. The prospective liability of the State, arising from laws providing for subsidy to railroad companies, is \$12,000,000, to be paid in bonds of the State, bearing eight per cent. interest, and redeemable in thirty years, making an annual requirement of \$1,200,000, to which may be added the annual interest upon subsisting debt, which will closely approximate \$160,000.

A correspondent of a Roman paper, *La Riforma*, writing from Tunis, gives an account of the opening of the railway from Tunis to the Golette, on the 31st of August. The Bey, with his family and ministers, the diplomatic and consular corps, and the heads of all religious bodies were on the train, and on its arrival at Goletta partook of a banquet. Two days later, the road was opened for regular traffic, and the ticket offices were thronged with persons desirous of trying the new means of locomotion. Over five thousand passengers were carried that day, and as many more the next.

James H. Hoyt, General Superintendent of the New York and New Haven Railroad, who resigned on the 1st inst. had held that position for nineteen years, and during his long administration not a single passenger lost his life by collision of trains or mismanagement.

OFFICE OF THE PORT ROYAL RAILROAD CO.,  
39 South St., New York.

THE Coupons of the Port Royal Railroad Co's Bonds, due Nov. 1st, will be paid at the Office of the Company at maturity.  
R. H. THAYER,  
Treasurer.

### Locomotives for Sale.

SEVEN LOCOMOTIVE ENGINES FOR SALE, built for Peruvian Railways—all for Standard gauge of 4 feet 8½ inches. Five built at Rogers Locomotive Works, and two at Danforth Works; all of the very best materials, designs and finish. Six have cylinders of 17 inches x 22 inches, with six driving wheels of 49 inches diameter, and one pair truck wheels—One a tank engine, cylinders 10½ inches x 18 inches. Driving wheels four, 34 inches diameter. These engines sold on account of the construction of the railway they were intended for being suspended for a time. For further particulars apply to

W. W. EVANS,  
47 Exchange Place,  
New York.

Oct. 7, 1872.

ROGERS CO. ENGINES, FOR PACASMAYO RY, PERU.

4 Engines, Mogul design—  
Gauge, 4 feet 8½ inches.  
Cylinders, 17 inches x 22 inches.  
6 Driving wheels, 48½ inches diameter.  
2 Truck wheels, 30½ inches diameter.  
Furnace, steel.  
Flues, 165 iron, 10 feet 8 inches long, 2 inches diameter.  
Fuel, Soft Coal.  
Tender tank, to hold 2,000 Winchester Gallons.  
Weight, empty, about 63,000 pounds; loaded 71,500 pounds.  
Price, \$18,500.

DANFORTH ENGINES, FOR PACASMAYO RY.  
2 Engines, Mogul design—  
Gauge, 4 feet 8½ inches.  
Cylinders, 17 inches x 22 inches.  
6 Driving wheels, 49 inches diameter.  
2 Truck wheels, 30 inches diameter.  
Furnace, Steel.  
Flues, 175 iron, 10 feet 4 inches long, 2 inches diameter.  
Fuel, Soft Coal.  
Tender tank to hold 2,000 Winchester Gallons.  
Weight, empty, about 63,000 pounds; loaded, 71,500 pounds.  
Price, \$17,500.

ROGERS ENGINE, PACASMAYO RY.

1 Tank engine—  
Gauge, 4 feet 8½ inches.  
Cylinders, 10½ inches x 18 inches.  
4 Driving wheels, 34 inches diameter.  
No truck wheels.  
Steel Furnace.  
Flues, 65 iron, 9 feet 10 inches long, 2 inches diameter.  
Fuel, Soft Coal.  
Tank, 400 gallons.  
Price, \$11,500.

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One, Almost New. Price \$22,000.  
Two Large Dumping Scows, \$3,500 Each.  
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BY MEANS OF THE PRISMOIDAL FORMULA.

Illustrated with numerous Woodcuts, Problems and Examples, and concluded by an extensive table for finding the solidity in cubic yards from mean areas. The whole being adapted for convenient use by engineers, surveyors, contractors and others needing correct measurements of earth-work.

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For sale by WILLIAM J. YOUNG & SONS,  
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Price, Two Dollars. Postage Sixteen Cents.  
W. J. Young & Sons furnish all publications connected with the profession of Civil Engineering at publishers' prices.

### LOCOMOTIVES FOR SALE.

SEVERAL SECOND HAND LOCOMOTIVES for sale by the Philadelphia and Reading Railroad Co. Weights ranging from twelve to twenty-nine tons. Further information can be obtained upon application to  
W. S. WILSON, Purchasing Agent,  
227 South Fourth Street,  
Philadelphia, Pa.

### FOR SALE.

Four new passenger Coaches for sale; two 60 passenger each, price \$5,250; two 76 passenger, price \$7,000 each, now ready for lettering. Also a 30 ton new Locomotive ready for use.

Apply to

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35tf 5 and 7 DEY STREET, NEW YORK.

THE WHARTON  
Safety Railroad Switch.

BOTH RAILS of the  
main track absolutely  
immovable, continuous  
and unmutilated.

This Switch provides perfect safety for both the main track and the side track, besides removing all switches from the main track as effectually as if there were no sidings on the whole line.

They have been in use on various important Railroads for over two years, and have repeatedly saved passenger trains from destruction, when running at high speed, (from 30 to 45 miles per hour,) at places where by accident the Switch had been left set for the siding.

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ABRAHAM BARKER, Pres't,  
Or WM. WHARTON, Jr., Sup't,  
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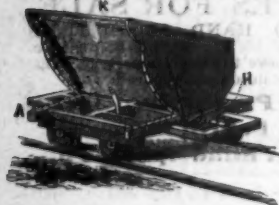
**N. H. CAMP,**

Fig. No. 1, Car Loaded.

The Brakeman seizes the lever H, and raises it, thus removing the stop from under the box-support A, when the weight of the load causes the box to roll over to the position shown in Fig. 2.

**To replace the box in readiness for another load.**

The Brakeman, standing on the platform, reaches over, and grasping the corner of the box, pulls it back to its place.

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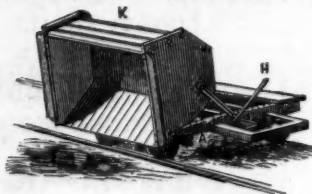


Fig. No. 2, Car Dumped.

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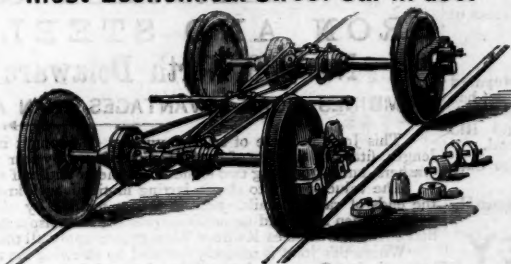
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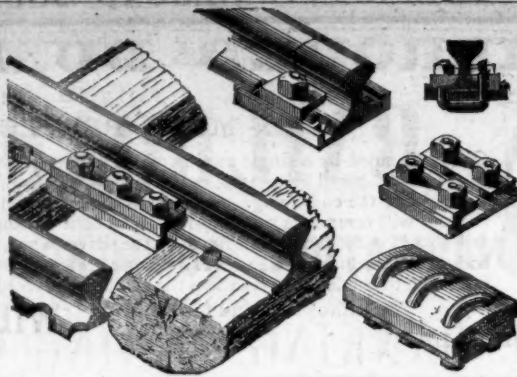
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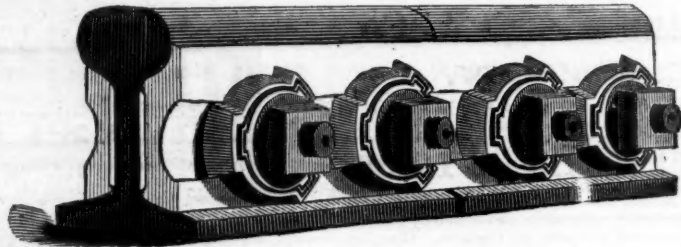
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